

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Conrad *JWC*

DATE: October 29, 1971

FROM : W. W. Bradley *WWS*

SUBJECT: GEORGE MALLERY GIFFE JR., ET AL
CRIME ABOARD AIRCRAFT; KIDNAPPING

Tolson _____
Felt _____
Rosen _____
Mohr _____
Bishop _____
Miller, E.S. _____
Callahan _____
Casper _____
Conrad _____
Dalbey _____
DeLoach _____
Ponder _____
Rosen _____
Sullivan _____
Tavel _____
Trotter _____
Tele. Room _____
Holmes _____
Gandy _____

With Bureau approval, Special Agent [redacted] traveled to Jacksonville, Florida in order to make a direct copy, tape recording of original tapes in the possession of the Federal Aviation Agency (FAA). The original tapes contain pertinent conversations regarding captioned case and the tape copies are to be used to make as accurate a transcript of the conversations as possible.

On 10/26/71, SA [redacted] met with FAA representatives, Direct copies of all pertinent tape recordings were made at this time in the presence of FAA representatives.

These tapes are currently being technically processed in FBI Laboratory and a copy is being furnished the General Investigative Division for use in making a transcript.

ACTION:

None. For information.

- 1 - Mr. Rosen
- 1 - Mr. Bates (Attn: [redacted] Rm. 5716)
- 1 - Mr. Conrad
- 1 - [redacted]
- 1 - [redacted]

JES:meh
JES:meh
(5)

EX-101
REC-19
LABORATORY DIVISION
FBI

NOV 5 3 00 PM '71

RECEIVED - CONRAD

NOV 16 1971

20/3
NOV 22 1971

Gallagher to Bates memo
11-5-71
CJP:meh

b6
b7C

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Bates *[initials]*

FROM : R. J. Gallagher *[initials]*

SUBJECT: GEORGE MALLORY GIFFE, JR;
AND OTHERS
CRIME ABOARD AIRCRAFT;
KIDNAPING

DATE: November 8, 1971

1 - Mr. Rosen
1 - Mr. Bates
1 -
1 - Mr. Gallagher
1 -
1 - Mr. Felt
1 - Mr. Bishop
1 - Mr. Mohr
1 - Mr. Callahan

1 - Mr. Conrad
1 - Mr. Dalbey

Tolson _____
Felt _____
Rosen _____
Mohr _____
Bishop _____
Wilder, E.S. _____
Callahan _____
Casper _____
Conrad _____
Dalbey _____
Cleveland _____
Ponder _____
Bates _____
Tavel _____
Walters _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

As representative from the FBI Laboratory, with Bureau authority, traveled to Jacksonville, Florida, and made a direct copy of the original tape recordings of 10/4/71 pertaining to conversations between the Jacksonville Airport control tower and the pilot of the hijacked aircraft.

A filtered copy of the tape recordings was reviewed and a transcript of the conversations to include all intelligible words has been made (copy attached). There are still some portions that are unintelligible and the FBI Laboratory is continuing its analysis of the tapes to determine if these unintelligible portions can be recovered.

On 10/18/71 the Washington Post contained an article pertaining to the FAA tapes and indicated the tapes contained a statement, "You can't win them all." No such comment was heard while listening to this recording.

ACTION: A filtered copy of the tape recordings and a transcript has been sent to the Jacksonville Division to determine if Agent personnel who were on the scene might be able to further identify unintelligible parts of this recording.

Enclosure

CBjr:bkc

(12) *[initials]*

ENCLOSURE

57 DEC 15 1971

V CBH 7 NOV 18 1971

SP/GCM

[Handwritten signatures and initials: curB, R, S, etc.]

[Handwritten signature: DID]

Eight hours, forty-six minutes, fifteen seconds

BACKGROUND:

Unintelligible

Radar contact.

It's six miles.

Yeah.

Unintelligible

Yeah.

Unintelligible

Who is behind him?

I don't know.

Ah so.

Alert this is another one.

Wait till they scramble us unintelligible it looks like
he might have.

Four thirty come in.

Go ahead.

CONTROL TOWER: Ten.

Five Eight radar.

Unintelligible

Go ahead.

Jack approach Commander nine zero five eight November's with you
out of eleven four ah I think it's five.

Commander five ah eight November Jacksonville approach control
you're radar contact. You're landing at International.
Is that correct?

ENCLOSURE

164-2042 222

PILOT: Ah that is affirmative..

CONTROL TOWER: Roger. What's your compass heading sir?

PILOT: One three O

CONTROL TOWER: Commander five eight November roger.

Unintelligible.

CONTROL TOWER: Raw heading of one five zero for vector to final approach course for ILS approach to runway seven maintain five.

PILOT: OK. Heading one five O and maintain five while out of eleven.

PILOT: Unintelligible what kind of visibility do you have down there now?

CONTROL TOWER: Prevailing visibility is five with ground fog as smoke, runway visual range is more than six thousand feet.

PILOT: Five eight November roger.

PILOT: Ah has our request ah been complied with?

CONTROL TOWER: We're checking on it for you right now sir.

BACKGROUND: He wants to know if his request been complied with.

CONTROL TOWER: We have been advised by aircraft services that they are trying to or are attempting to get ah your request completed

PILOT: Thank you.

CONTROL TOWER: I have a request on your ah freeport weather, you ready to copy?

PILOT: Ah, yeah, go ahead.

CONTROL TOWER: Ah, they're reporting at the last observation one thousand five hundred scattered visibility one zero two niner niner five the altimeter cumulus south, no wind to zero four zero degrees at four.

PILOT: OK. That was fifteen hundred scattered ten miles.

CONTROL TOWER: Commander five eight November. That is correct sir.

PILOT: Thank you.

CONTROL TOWER: Commander five eight November descend and maintain two thousand.

PILOT: OK. We're out of nine four two.

CONTROL TOWER: Jacksonville altimeter now sir is two niner niner seven.

PILOT: Two niner niner seven.

CONTROL TOWER: Hello, Commander five eight November turn right hitting one eight zero.

PILOT: One eight O, five eight November.

CONTROL TOWER: Commander five eight November contained to descend to maintain one thousand six hundred.

PILOT: OK. We're down to one thousand six hundred. Five eight November.

PILOT: OK. We're out of fifty five hundred. Ah five eight November was that down to fifteen hundred?

CONTROL TOWER: Commander five eight November, one thousand six hundred sir.

PILOT: OK. One thousand six hundred.

BACKGROUND: No I think its a DC six zero or Grand Commander if he can carry eight or more people.

CONTROL TOWER: Areo Commander five eight November turn left hitting one three zero six miles from ah outer compass locator.

PILOT: Three O. This is five eight November.

PILOT: Ah y'all going to maintain clearance around the plane about two, three hundred yards.

CONTROL TOWER: That information has been forwarded.

PILOT: Roger.

CONTROL TOWER: Commander five eight November what is your altitude now?

PILOT: We're out at twenty-four.

CONTROL TOWER: Commander five eight November turn left hitting one zero zero.

PILOT: One zero zero. Five eight November.

CONTROL TOWER: Continue left sir to zero eight zero to intercept localizer course four miles from the marker. Cleared for straight in ILS approach to runway seven.

PILOT: OK. Zero eight zero to intercept.

PILOT: Clear clear approach. You want us to stay on frequency?

CONTROL TOWER: I'm afraid it's a change here for you shortly.

Yeah.

BACKGROUND: He wants to see the unintelligible pilot. Unintelligible well you can unintelligible she got it up there to if you want to talk to him.

BACKGROUND: I don't need to talk unintelligible.

CONTROL TOWER: Commander five eight November you can remain this frequency you're clear to land runway seven, two and one half miles from the marker now. Clear for the approach straight in.

PILOT: OK.

CONTROL TOWER: The wind is variable at four.

PILOT: Five eight November we got the airport.

CONTROL TOWER: Commander five eight November thank you.

BACKGROUND: [REDACTED] Yeah, I think you ought to switch him over to you cause I

b6
b7C

Where are they having those to refuel at?

I ain't going to be able to help him about getting to where he's supposed to go.

BACKGROUND: [] put him on here.

CONTROL TOWER: Commander five eight November contact the tower now one eight point three sir and ah they'll have ah taxi direction information for ya on your left.

PILOT: Roger.

BACKGROUND:

Nine hours, zero minutes, twenty-five seconds. (beep)
Nine hours, zero minutes, thirty seconds. (beep)

PILOT: Unintelligible five eight November..

PILOT: Ah y'all gonna maintain clearance around the plane about two, three hundred yards?

CONTROL TOWER: Roger.

PILOT: We're out at twenty-four.

PILOT: One zero zero, five eight November.

PILOT: OK. Zero eight zero to intercept. Clear for approach you want to see us free?

BACKGROUND: Hey, ah

Yeah.

He wants to stay with you, he's clear to land, whatever he wants to do.

Unintelligible she got it up there to if you want to talk to him. I don't need him I'll unintelligible.

Change him over if he wants to change over. Alright.

PILOT: OK.

PILOT: Five eight November we got the airport.

BACKGROUND: []

Yeah.

BACKGROUND:

I think you ought to switch him over to you cause I.

Where are they having those to refuel at?

Unintelligible.

I won't be able to help him about getting to where he's supposed to go.

Yeah. Put him on here.

PILOT: Roger.

PILOT: Jacksonville Commander nine zero five eight November we're outside the marker.

CONTROL TOWER: Commander nine zero five eight November Jax prepared to land straight on runway seven. Wind is two eight zero degrees at three.

PILOT: Roger.

BACKGROUND: Control I don't know unintelligible.

BACKGROUND: I'm just listening, OK.

BACKGROUND: Close to your right just before you get to the control tower Unintelligible control tower.

BACKGROUND: Bernie,

Yeah.

Just in case he asks you ah all of his ah requests or demands either one whichever way he fingers it have been forwarded to the fix base operator and that's where we're sending it.

OK?

OK.

BACKGROUND: What's the story?

Unintelligible.

CONTROL TOWER: Good morning Jacksonville nine O eight. Nine zero eight and twenty seconds greenwich. Unintelligible. That's close enough.

PILOT: Five eight November we're on the ground and ah have all our requests been complied with?

CONTROL TOWER: Brother nine zero five eight November you can taxi straight ahead to the ah second intersection, taxi straight ahead on the runway.

PILOT: Straight in on the runway to the ah second intersection.

CONTROL TOWER: That's affirmative. Be a right turn off at the second intersection.

PILOT: Be a right turn off.

CONTROL TOWER: Unintelligible nine Commander nine zero five eight November right turn off the next intersection and taxi across the parallel straight into air kaman.

PILOT: OK. Straight into air kaman.

Nine to five? Go ahead.

BACKGROUND: Is he coming in here now?

BACKGROUND: Yeah.

BACKGROUND: Unintelligible I got the rifle. Tenfour unintelligible

PILOT: Straight ahead right here.

CONTROL TOWER: Ah straight ahead November nine zero five eight November all the way to the end.

PILOT: Roger.

PILOT: Ah five eight November ah I think it would be best if we parked somewhere close ah close to the edge out here. I don't want to get in too close to those buildings.

CONTROL TOWER: OK sir, that's what I have planned for you right straight ahead there on to the end of the taxi strip.

PILOT: Huh?

CONTROL TOWER: There's a parking pad right at the end of it.

PILOT: Is the fuel truck here?

CONTROL TOWER: You say is it a fuel truck?

PILOT: I said is the fuel truck here?

CONTROL TOWER: Affirmative.

CONTROL TOWER: Taxi straight ahead to the end now nine zero five eight November all the way to the end.

PILOT: Roger. Five eight November.

BACKGROUND: OK. That's where he makes the right hand turn. Tenfour. Another car.

PILOT: Make a left turn here?

CONTROL TOWER: Affirmative or you can park anywhere you like right in that area. A slight left right to the blue light sir.

PILOT: Say again.

CONTROL TOWER: Slight left turn.

PILOT: OK. We want to turn it around and head it back out.

CONTROL TOWER: You want to park right there eight five November for fueling?

PILOT: This is fine.

CONTROL TOWER: OK. That's fine. Right there.

CONTROL TOWER: Park right there where you're at.

PILOT: OK. Five eight November ah they are going to keep this area clear, is that correct?

CONTROL TOWER: Ah, that's affirmative.

PILOT: Alright.

PILOT: Ah what's the car sitting back off to our right?

CONTROL TOWER: Just an airport vehicle as far as I know sir.

PILOT: Does he have a radio in it?

CONTROL TOWER: Ah say again five eight November.

PILOT: Ah can you have him move away from over there by you or have air kaman find someone?

FBI: Five eight November.

PILOT: Yes.

FBI: Five eight November this is the FBI speaking. Cut your engines.

PILOT: Alright ah five eight November ah this is the captain speaking ah we are going to cut the engines and we are going to need some fuel but I request that everyone stay away.

FBI: Five eight November advise when your engines have been cut.

FBI: Five eight November.

PILOT: Ah this is five eight November ah this gentleman has about twelve point five pounds of plastic explosives back here and ah, and I got no yen to join him right now so I would appreciate it if you would stay away from this airplane.

FBI: Roger five eight November are your engines cut?

PILOT: Negative.

Unintelligible

FBI: Stand by.

BACKGROUND: Unintelligible we got him over in the pad over there but he don't want to stay.

BACKGROUND: Yeah, I know. This gentleman I have been talking to him about it and see unintelligible.

FBI: Five eight November.

PILOT: Five eight November go ahead.

FBI: This is the FBI. There will be no fuel, repeat, there will be no fuel, there will be no starters. You cut your engines.

BACKGROUND: Two eight zero return until six five zero zero return to five five zero zero till further.

BACKGROUND: Bernie, hold everything on the ramp unintelligible.

PILOT: Ah look ah I don't think this fellows kidding. I wish you would get the fuel truck out here.

FBI: Five eight November there will be no fuel, I repeat, there will be no fuel.

PILOT: Hey listen, this is five eight November ah you are endangering lives by doing this and ah we have no other choice ah but to go along and ah for the ah sake of some lives I wish to request some fuel out here please.

BACKGROUND: Unintelligible thirty five hundred.

FBI: Five eight November ah what is the status of your passengers?

PILOT: Ah well actually they're Ok if that's what you mean.

CONTROL TOWER: Are they monitoring this conversation?

PILOT: Yes they are.

CONTROL TOWER: Ah do you have two passengers aboard?

FBI: Five eight November what is your present ah fuel status on that aircraft.

CONTROL TOWER. Unintelligible.

PILOT: We're down to about thirty minutes.

FBI: Five eight November there certainly will be ah no fuel for that aircraft, no starter. You can run it our anyway you want it. Ah passengers if you are listening, ah the only alternative in this aircraft is to depart the aircraft. To depart the aircraft.

BACKGROUND: Unintelligible.

BACKGROUND: No fuel, no starter unintelligible.

FBI: Five eight November.

PILOT: Yeah.

FBI: Did someone deplane from your aircraft.

PILOT: That's affirmative, the copilot.

FBI: Five eight November.

BACKGROUND: That's the copilot.

PILOT: Yeah.

FBI: Your copilot is in the car and will not return to the aircraft. He will not return to the aircraft.

CONTROL TOWER: Five eight November.

Unintelligible.

Nine hours, thirty-five minutes, twenty seconds.

F B I

Date: 11/13/71

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL AIRMAIL
(Priority)

TO: DIRECTOR, FBI (164-2042)

FROM: SAC, MEMPHIS (164-76) - P -

SUBJECT: GEORGE MALLORY GIFFE, JR., aka
(DECEASED);
ET AL.
CAA - HIJACKING; ETC.
(OO: Jacksonville)

Re Memphis daily summary 11/11/71.

Enclosed for the Bureau are two copies of an order filed by USDJ FRANK GRAY, JR., MDT, Nashville, with the U. S. District Court Clerk's Office in the P.M. hours of 11/11/71 regarding his ruling on civil motions pending in USDC, MDT, Nashville.

Enclosed for Jacksonville are two copies of same order.

Contact with USA CHARLES H. ANDERSON, MDT, Nashville, on 11/11/71 advised that USDJ FRANK GRAY, JR., MDT, Nashville, has not answered the question regarding the perpetuation of testimony of certain individuals although did deny motion by petitioners to gain access to various items of tangible evidence. ANDERSON stated that he did not know at what time a final decision would be reached in this matter and would follow this matter very closely with USA, Jacksonville, and Department of Justice attorneys and would notify the FBI at Nashville of any developments as they occur.

The Bureau will again be promptly advised of further aspects regarding the civil actions in this case.

- 2 - Bureau (Enc. 2) — 1 Pm 5716 for TMC
- 2 - Jacksonville (164-103) (Enc. 2)
- 2 - Memphis

RAM:ca
(6)

ENCLOSURE

ENCLOSURE ATTACHED

9 NOV 17 1971

Approved: _____

Special Agent in Charge

Sent _____

M

Per _____

ENCLOSURES TO BUREAU (164-2042)

FROM: SAC, MEMPHIS (164-76)

GEORGE MALLORY GIFFE, JR., aka
(DECEASED);
ET AL.
CAA-HIJACKING; ETC.

2 copies of an order filed by
USDJ FRANK GRAY, JR., MDT,
Nashville, Tenn., with USDC
re his ruling on civil motions
pending in USDC, Nashville



P. 11
7-17

164-2042-223

LIT - 1012

IN THE UNITED STATES DISTRICT COURT
FOR THE MIDDLE DISTRICT OF TENNESSEE
NASHVILLE DIVISION

RECEIVED FOR ENTRY

2:40 P.M.
NOV 11 1971

BRANDON LEWIS, Clerk

BY R. M. Edwards D.C.

MRS. BRENT QUINTON DOWNS, ET AL.]

VS.]

UNITED STATES OF AMERICA]

CIVIL NO. 6348

RECEIVED

NOV 11 1971

ORDER

CLERK'S OFFICE
NASHVILLE, TENNESSEE

Petitioners aver that they contemplate bringing a damage action against the United States, under the Federal Tort Claims Act, 28 U.S.C. §§ 2671 et seq., as soon as they are able to do so. Obviously, under the provisions of that Act, they will not be able to initiate such proceeding for approximately six (6) months. Accordingly, they have filed this petition, under Rule 27, Federal Rules of Civil Procedure, seeking both to perpetuate the testimony of certain individuals and to gain access to various items of tangible evidence.

With regard to the latter category, the United States has agreed to preserve the items sought, and certain exhibits attached to the United States' "Supplemental Brief in Opposition to Petition to Perpetuate Evidence" indicate that the necessary steps have been taken to insure that these items will, in fact, be preserved. It follows that the policy of Rule 27 will not be served by allowing petitioners to gain access at this time to the items of tangible evidence which

164-2042-223

they seek. Accordingly, the instant petition must be DENIED insofar as it seeks to discover, or otherwise gain immediate access to, any items of tangible evidence, and it is so ORDERED. The remainder of this discussion, then, will treat the instant petition as though it were one seeking solely to perpetuate the testimony of the individuals named therein.

The United States opposes the petition on the ground that it does not meet the requirements of Rule 27. More specifically, the United States contends that "[i]f the third requirement [of that rule], separately and distinctly expressed, is satisfied by a repetition of the statements made to satisfy the first requirement, the third requirement is rendered nugatory and meaningless. Obviously then, the fact that suit cannot be brought for six months is not a reason to perpetuate testimony. There must be more than a mere present inability to sue, and that additional showing has not been made here." Supplemental Brief of United States, supra, at 2.

This court cannot agree with the foregoing statement. After a lengthy analysis of the cases, beginning with the often-cited case of Hall v. Stout, 4 Del. Ch. R. 272, this court has concluded that present inability to institute suit is, by itself, sufficient "reason" for the perpetuation of testimony. "It is common knowledge that the lapse of time is replete with hazards and unexpected events. This is so regardless of the age, health or general status of an individual, and an allegation thereof, although helpful to the court in deciding the problem presented, is not fatal [sic]. The granting of a bill directing testimony in perpetuum rei memoriam is aimed principally at the uncertainties appended to the passage of time. The reasons which are stated for desiring to perpetuate the proposed testimony must show a danger of losing the evidence

by delay. Ordinarily, a showing that the petitioner is presently unable to bring the expected action or cause it to be brought, is sufficient showing of the danger of the loss of evidence by delay. But when warranted by the circumstances, a showing that the persons with knowledge of the facts are aged or infirm, thus clearly indicating the danger that the evidence may be lost, is helpful. It is advisable, although not necessary, to show the existence of particular circumstances surrounding the condition of the evidence indicating an imminent danger of the loss of the evidence, in addition to the danger of loss attendant upon all evidence through lapse of time, for in such situations the court will readily be satisfied that the perpetuation of the testimony will prevent a failure or delay of justice.'" Petition of Ernst, 2 F.R.D. 447, 451 (S.D. Calif. 1942) (citation omitted) (emphasis added); accord: Westinghouse Mach. Co. v. Electric Storage Battery Co., 170 F. 430 (3rd Cir. 1909); Bowles v. Pure Oil Co., 5 F.R.D. 300 (E.D. Pa. 1946); Petition of Johanson Glove Co., 7 F.R.D. 156 (E.D. N.Y. 1945); see also Wright & Miller, Federal Practice and Procedure: Civil § 2072; Moore's Federal Practice, ¶ 27.03 through ¶ 27.09.

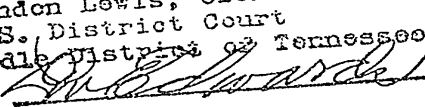
In the instant case petitioners need not, however, rely upon mere present inability to bring suit as the sole basis of their petition, for attached as "Exhibit C" to the United States' "Supplemental Brief in Opposition to Petition to Perpetuate Evidence" is an affidavit of Harold N. Bassett, Personnel Officer of the FBI, wherein he swears that, as far as is known to the FBI, the individuals whose testimony the instant petition seeks to perpetuate "have all been certified for strenuous physical exertion and dangerous assignments. . . ." Given this circumstance, "the court . . . [is] readily . . .

satisfied that the perpetuation of the testimony will prevent a failure or delay of justice." Petition of Ernst, supra.

There is, however, a serious problem in this case regarding just what testimony the petitioners desire to perpetuate, for, in the opinion of the court, neither the petition nor the proposed order submitted by petitioners sets forth with the requisite specificity the substance of the testimony sought to be elicited. Accordingly, before proceeding further in this matter, it is ORDERED that petitioners file with the court, for its consideration, a more detailed summary of what questions they intend to ask the prospective deponents in order to perpetuate their testimony. It is suggested that such summary be couched in the form of written interrogatories, which could be answered by the prospective deponents.


UNITED STATES DISTRICT JUDGE

ATTEST: A TRUE COPY;

Brandon Lewis, Clerk
U. S. District Court
Middle District of Tennessee
By:  D.O.

F B I

Date: 11/15/71

Transmit the following in _____

(Type in plaintext or code)

Via AIRTEL

AIRMAIL

(Priority)

TO: DIRECTOR, FBI (164-2042)

FROM: SAC, JACKSONVILLE (164-103) (P)

SUBJECT: GEORGE MALLORY GIFFE, JR., aka (Deceased)
ET AL.
CAA - HIJACKING; INTIMIDATION OF CREW MEMBERS;
CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA
(OO: JK)

Enclosed for the Bureau are four photographs of subject [redacted] Photo #1 was taken at the time of [redacted] arrest on 10/4/71, and photos 2, 3 and 4 were taken on 10/14/71, when [redacted] appeared before U. S. Magistrate JOSEPH W. HATCHETT at Jacksonville, Florida.

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Enclosed for Memphis are two sets of the above photographs. One set should be made available to the U. S. Attorney, Nashville, Tennessee.

A set of the above photographs has been made available to the U. S. Attorney, Jacksonville, Florida.

"ENCLOSURE ATTACHED"

- ② - Bureau (Encs. 4)
2 - Memphis (164-76) (Encs. 8)
2 - Jacksonville
FAB-jdl
(6)

EX-100

REC-60

164-2042-225

NOV 18 1971

Approved: _____

Special Agent in Charge

Sent _____

M

Per _____

54 NOV 23 1971

Enc. To: Bureau File 164-2042

From: JK File 164-103 BuFile 164-2042

& Desc. of enc. 4 Photos of [REDACTED]

b6

b7C

Re:

GEORGE MALLORY GIFFE, JR., aka (Deceased)

ET AL.

CAA - HIJACKING, INTIMIDATION OF CREW MEMBERS,

CARRYING A CONCEALED WEAPON, KIDNAPING, ETCA

(OO: JK)



*f. file
p. 2*

164-2042-2251

ENCLOSURE

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b6
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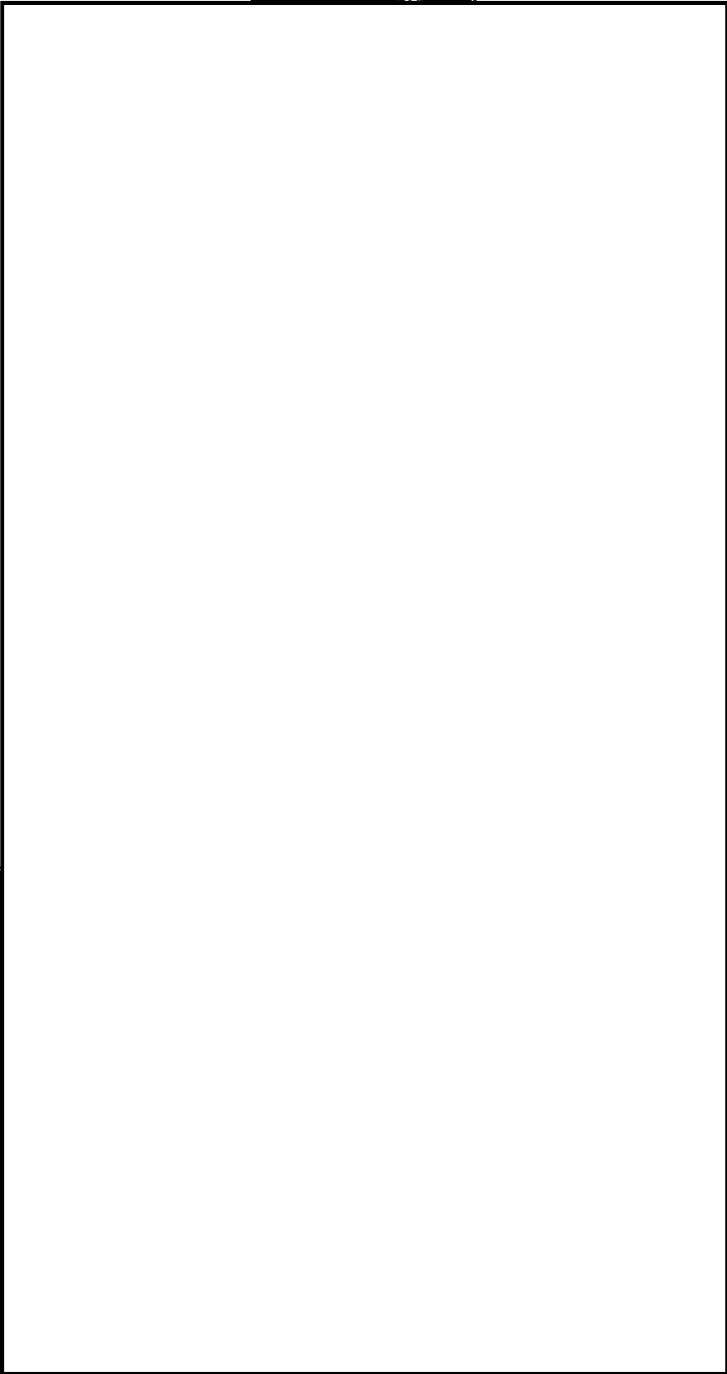


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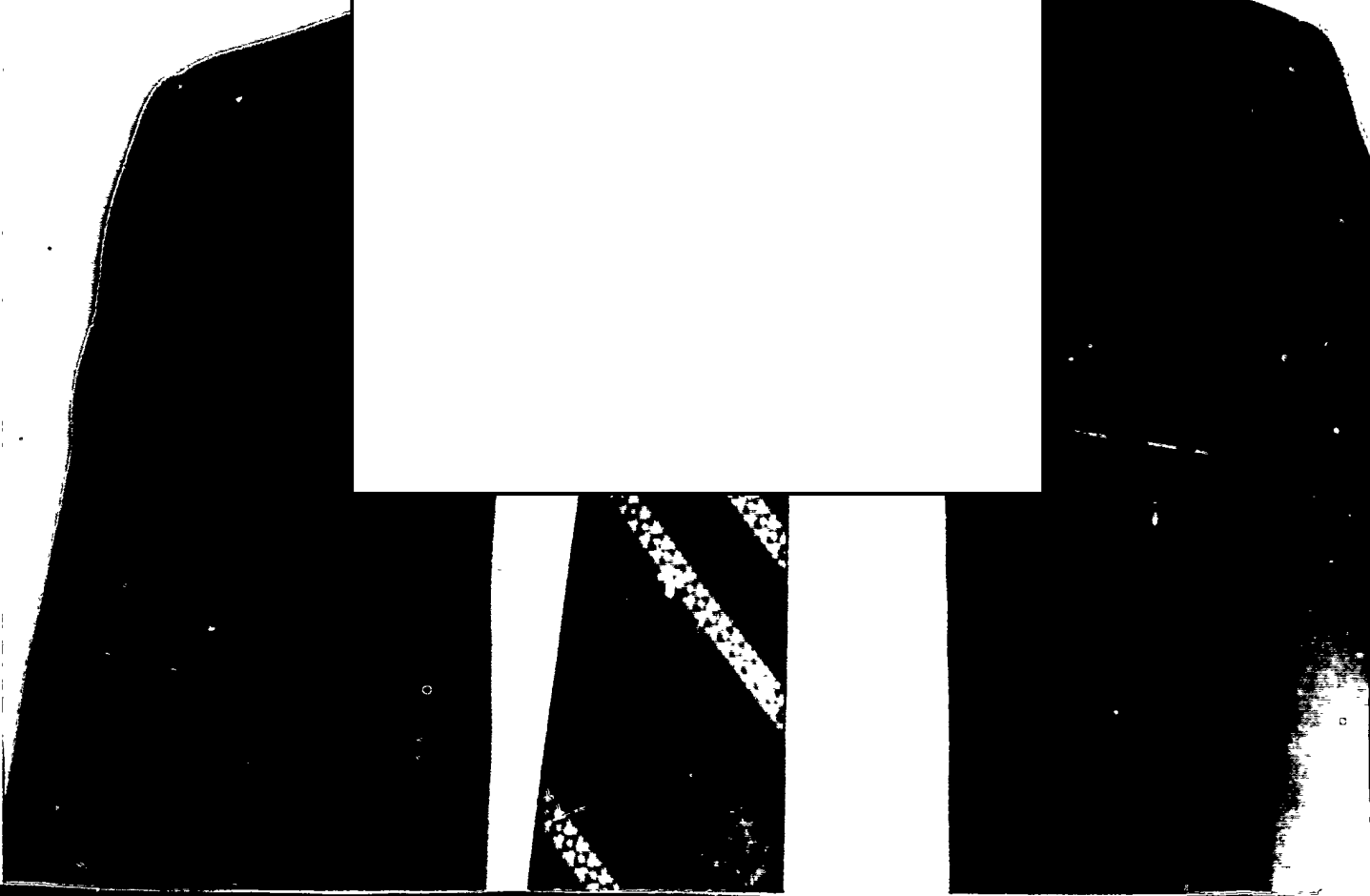
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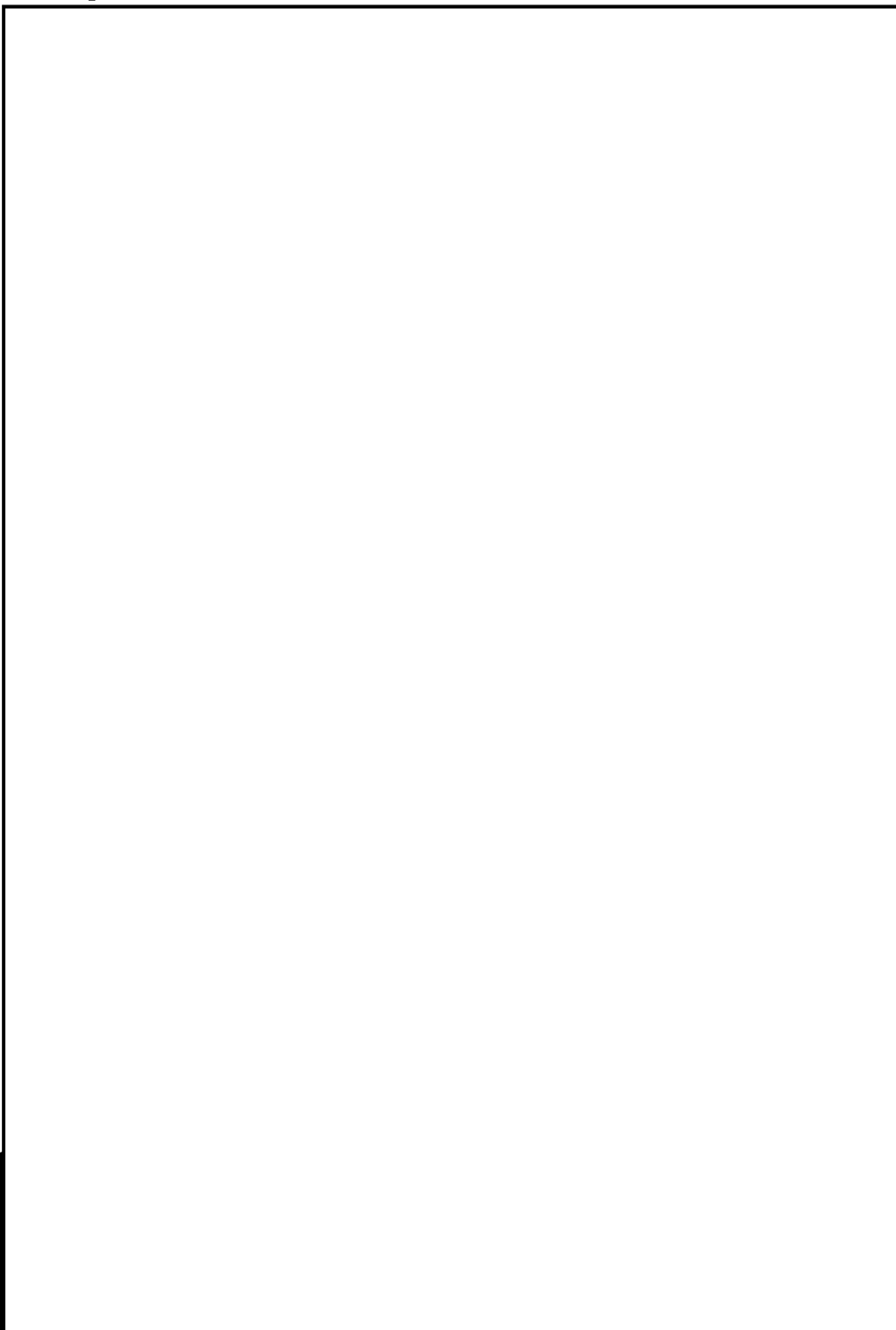


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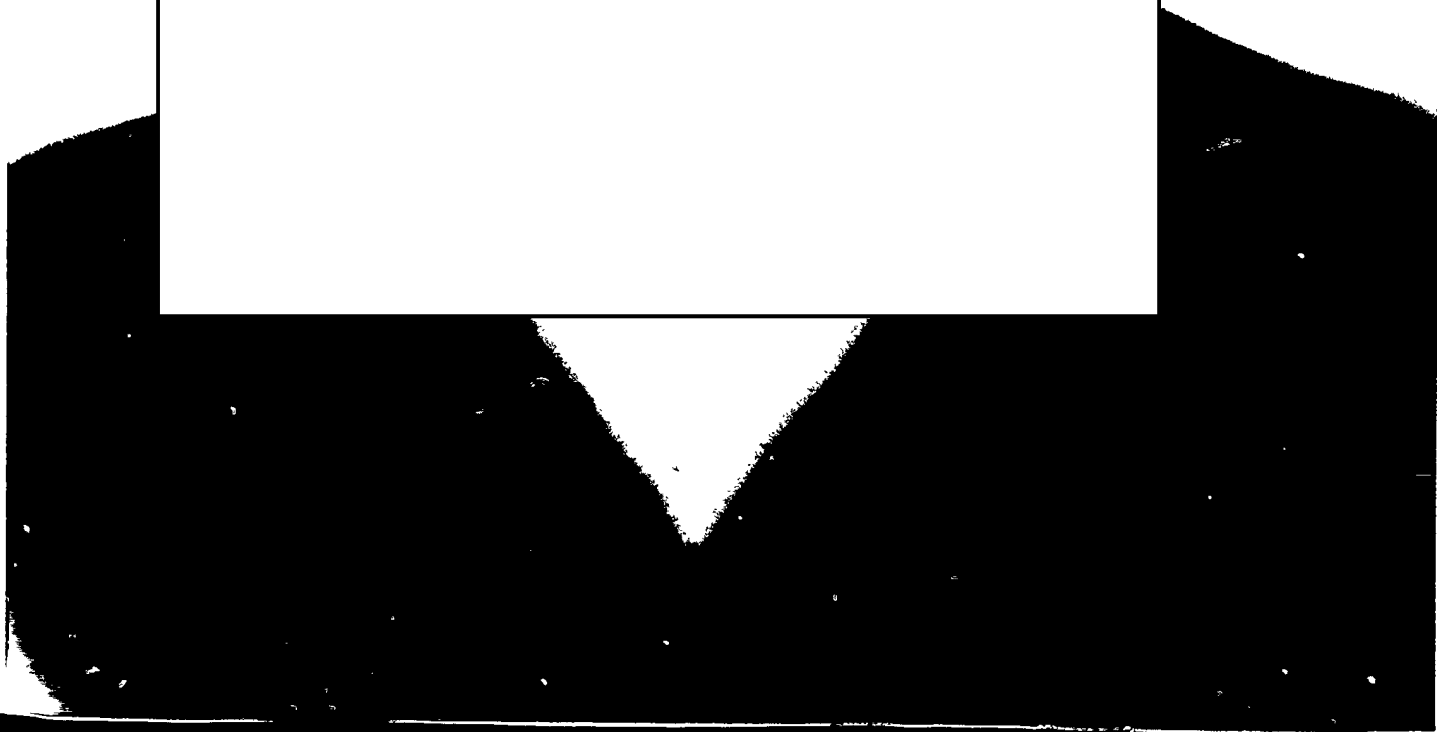


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#2



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b7C



REC-31

164-9042-226

November 16, 1971

Honorable Vance Hartke
United States Senate
Washington, D. C. 20510

EX-115

My dear Senator:

Your communication to the Department of Justice enclosing a letter from [redacted] of Columbus, Indiana, was referred to this Bureau and received on November 12th.

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I readily understand the reasons which prompted Mr. Prosser to write and while I would like to respond to the points he raised, the matter involving the hijacking of a chartered aircraft to Jacksonville, Florida, on October 4th is currently the subject of court action. On November 1st U. S. District Judge Gerald E. Tjoflat, Middle District of Florida, Jacksonville, Florida, issued an order prohibiting all Government Agents and employees, including the FBI, from making any statements regarding the events set out in and surrounding the criminal indictment in this case.

As you requested, his letter is being returned.

Sincerely yours,

J. Edgar Hoover

MAILED 5
NOV 16 1971
FBI

Enclosure

1 - Mr. M. A. Jones - Enclosures (2) (detached)

NOTE: Bufiles disclose prior cordial correspondence with Senator Hartke and no record of [redacted] whose name was checked through the Columbus, Indiana, telephone directory.

JBT:jkm (6)

- Tolson _____
- Felt _____
- Rosen _____
- Mohr _____
- Bishop _____
- Miller, E.S. _____
- Callahan _____
- Casper _____
- Conrad _____
- Dalbey _____
- Cleveland _____
- Ponder _____
- Bates _____
- Tavel _____
- Walters _____
- Soyars _____
- Tele. Room _____
- Holmes _____
- Gandy _____

NOV 29 1971

MAIL ROOM ☐ TELETYPE UNIT ☐

Handwritten signatures and initials:
JEB/JFR
J.H.A.
Jaw
10/3/2
10/7

Mr. Tolson ☒
 Mr. Felt ☒
 Mr. Rosen ☒
 Mr. Mohr ☒
 Mr. Bishop ☒
 Mr. Miller, E.S. ☐
 Mr. Callahan ☐
 Mr. Casper ☐
 Mr. Conrad ☐
 Mr. Dalbey ☒
 Mr. Cleveland ☐
 Mr. Ponder ☒
 Mr. Bates ☒
 Mr. Tavel ☐
 Mr. Walters ☐
 Mr. Soyars ☐
 Tele. Room ☐
 Miss Holmes ☐
 Miss Gandy ☐

United States Senate

November 9, 1971

BRENT DOWNS

Respectfully referred to:

Congressional Liaison
 Department of Justice
 Washington, D.C.

FOR:



Columbus, Indiana 47201

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached is requested. Your findings and views, in duplicate form, along with return of the enclosure, will be appreciated by

DEPUTY ATTORNEY GENERAL

FEDERAL BU. OF INV.	
DEPARTMENT OF JUSTICE	R E C
10 NOV 10 1971	Senator Vance Hartke
ATT: RAO Joan	U.S.S.
DEPUTY ATTORNEY GENERAL	
Form #2	

FEDERAL BU. OF INV.

EXP. PROC.

NOV 12 1971

ENCLOSURE

Maimfeldt

[Handwritten signatures and initials]

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EX-115

REC.

164-2072-226

NOV 18 1971

*let to Prosecution
 11-16-71
 JBT: jrm
 (2 - Ind.)*

fr

82B

TRUE COPY

Oct. 25th 1971

Senator Vance Hartke
Old Senate Office Building
Washington, D. C.

Dear Senator Hartke

The three deaths that was the result of the plane hijacking in Nashville Tennessee on October 4th was, in my opinion, caused by the negligence of the F.B.I.

As stated by [redacted] of the aircraft, it was likely that the hijacker would have killed his wife and himself, but had no reason to kill the pilot, Brent Downs. According to the tapes of the conversation between the pilot and the F.B.I., it was evident that lives were in danger if the plane was not refueled.

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Senator, if there is any information you may have, or obtain, I would appreciate it if you would contact my sister, the mother of Brent Downs.

Her address is

[redacted]

Best personal regards

[redacted]

TRUE COPY

*ack/nml
11-16-71
JBT:jkm*

ENCLOSURE

164-2042-226

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b7C

COLUMBUS, INDIANA 47201

TELEPHONE

Senator Vance Hartke
Old Senate Office Building
Washington D.C.

Oct. 25th 1971

Dear Senator Hartke

The three deaths
that was the result of the
plane hijacking in Nashville
Tennessee on October 4th was,
in my opinion, caused by the
negligence of the F.B.I.

As stated by [redacted]
[redacted] of the aircraft, it was
likely that the hijacker would have
killed his wife and himself, but
had no reason to kill the pilot
Grent Davis. According to the
tapes of the conversations between
the pilot and the F.B.I. it was

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COLUMBUS, INDIANA 47201

TELEPHONE

evident that lives were in danger
if the plane was not refueled.

Sister, if there is any information
you may have, or obtain, I would
appreciate it if you would contact
my sister, the mother of Brent Rasmus.

Her address is

Best Personal Regards

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 17 1971

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Bates	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

NR010 JK PLAIN

5:36 PM NITEL 11-17-71 MHM

TO DIRECTOR (164-2062)

ATLANTA (164-241)

HOUSTON

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103) 3P

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ETAL. CAA - HIJACKING
INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING;
FTCA. 00 JK.

JACKSONVILLE DAILY SUMMARY, NOV. SEVENTEEN, INSTANT.

FOR INFO HOUSTON, ON OCT. FOUR, LAST, HAWK COMMANDER AIRCRAFT,
OWNED AND OPERATED BY BIG BROTHER AIRCRAFT, NASHVILLE, TENN., LANDED
JACKSONVILLE INTERNATIONAL AIRPORT SEEKING FUEL, AFTER HAVING BEEN
HIJACKED BY SUBJECTS GIFFE AND [REDACTED] AT NASHVILLE,
TENN. ALSO ON BOARD WAS SUSAN L. GIFFE, KIDNAPPED WIFE OF SUBJECT
GIFFE, AS WELL AS BBA PILOTS BRENT Q. DOWNS AND [REDACTED] HIJACKING
INCIDENT TERMINATED WITH ESCAPE OF COPILOT [REDACTED] FROM AIRCRAFT,
APPREHENSION OF SUBJECT [REDACTED] WHEN HE LEFT AIRCRAFT, DEATH OF
SUSAN L. GIFFE AND BRENT Q. DOWNS FROM GUNSHOTS FIRED BY SUBJECT
GIFFE, AND EVENTUAL SUICIDE BY SUBJECT GIFFE.

END PAGE ONE

REC-18

64-2042-227

NOV 26 1971

NOV 19 1971

PAGE TWO

CRIMINAL ACTION PENDING AGAINST SUBJECT [REDACTED] AND BBA HAS
INITIATED LEGAL PROCEEDINGS FOR SUIT AGAINST GOVERNMENT UNDER
PROVISIONS OF FTCA.

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INFORMATION DEVELOPED THIS DATE FROM AUSA [REDACTED] ORLANDO,
FLA., THAT DURING DECEMBER, SEVENTY, [REDACTED]

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[REDACTED]

[REDACTED] CAN BE CONTACTED IN [REDACTED]

WHERE HE IS RESIDING

[REDACTED]

END PAGE TWO

PAGE THREE

ATLANTA AT ATLANTA, GA., WILL DEVELOP ADDITIONAL BACKGROUND CONCERNING ABOVE MATTER WITH REFERENCE TO PREVIOUSLY FURNISHED INFORMATION BY JACKSONVILLE ON NOV. FIFTEEN, LAST. INFORMANT SOURCES, AS WELL AS OTHER SOURCES, SHOULD BE CONTACTED TO DETERMINE THAT COMPLETE DETAILS CONCERNING THIS ALLEGED VENTURE OBTAINED.

HOUSTON AT [REDACTED]

[REDACTED] ARRANGE FOR INTERVIEW WITH [REDACTED] AS SOON AS POSSIBLE AND DETERMINE COMPLETE DETAILS CONCERNING [REDACTED] OUTLINED ABOVE.

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ON THIS DATE, USA JOHN BRIGGS, JACKSONVILLE, IN CONTACT WITH JACKSONVILLE ATTORNEY FOR [REDACTED] AT WHICH TIME HE ADVISED HIM THAT NO INFORMATION HAD BEEN DEVELOPED AS OF INSTANT DATE CONCERNING [REDACTED] WHICH WOULD CHANGE OR MODIFY THE STATEMENT OF PROBABLE CAUSE FILED IN THE ORIGINAL COMPLAINT AGAINST [REDACTED] AND THEREFORE, THE GOVERNMENT INTENDED TO CONTINUE ITS PROSECUTIVE ACTION AGAINST [REDACTED] AS ORIGINALLY PLANNED.

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END

JTJ FBI WASH DC

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 17 1971

TELETYPE

NR003 ME PLAIN

7:45 PM NITEL 11-17-71 DMB

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, ES _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Tavel _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); [REDACTED]

[REDACTED] SUSAN LAKICH GIFFE, AKA - VICTIM (DECEASED);

BRENT QUINTON DOWNS - VICTIM (DECEASED); [REDACTED]

[REDACTED] - VICTIM; CAA - HIJACKING; INTIMIDATION OF CREW
MEMBERS; CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA.

OO: JACKSONVILLE.

MEMPHIS NITEL SUMMARY NOVEMBER SEVENTEEN INSTANT.

[REDACTED] HARDING ROAD OFFICE,

NASHVILLE CITY BANK AND TRUST COMPANY, NASHVILLE, TENNESSEE,

ADVISED THIS DATE THAT HE IS ONLY CASUALLY ACQUAINTED WITH

SUBJECT GIFFE AND RECALLS ATTENDING APPROXIMATELY TWO

DINNER PARTIES AT SUBJECT GIFFE'S RESIDENCE APPROXIMATELY

THREE YEARS AGO. SUBJECT GIFFE CLAIMED TO BE A SPECIAL

OFFICER WITH THE NASHVILLE METROPOLITAN POLICE DEPARTMENT,

AND SUBJECT FREQUENTLY BOASTED ABOUT HIS SOCIAL AND SEXUAL

PROWESS WITH WOMEN. [REDACTED] STATED THAT HE LAST SAW SUBJECT

END PAGE ONE

51 NOV 29 1971

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REC-59

164-2042-228

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ME 164-76

PAGE TWO

GIEFFE APPROXIMATELY FOUR MONTHS AGO. [REDACTED] STATED HE DOES NOT KNOW SUBJECT [REDACTED]

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USA CHARLES H. ANDERSON, NASHVILLE, TENNESSEE, ADVISED THIS DATE THERE ARE NO NEW DEVELOPMENTS REGARDING CIVIL ACTION CONCERNING THIS CASE FILED IN USDC CLERK'S OFFICE, NASHVILLE.

AT CLOSE OF BUSINESS THIS DATE, U. S. DISTRICT COURT CLERK'S OFFICE STATED THERE HAVE BEEN NO FURTHER ACTIONS OR RESPONSES FILED IN THIS CASE.

INVESTIGATION IS CONTINUING TO LOCATE ADDITIONAL ASSOCIATES OF SUBJECT [REDACTED] AT NASHVILLE.

THIS CASE IS RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

P. END.

LRS FBI WASHDC CLR

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NR002 ME PLAIN

8:17 PM NITEL 11-16-71 DMB

TO DIRECTOR (164-2402)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

NOV 16 1971

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Bates	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	b6
Miss Gandy	b7C

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); [REDACTED]

[REDACTED] SUSAN LAKICH GIFFE, AKA - VICTIM (DECEASED);

BRENT QUINTON DOWNS - VICTIM (DECEASED); [REDACTED]

[REDACTED] - VICTIM; CAA - HIJACKING; INTIMIDATION OF CREW
MEMBERS; CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA.

OO: JACKSONVILLE.

MEMPHIS NITEL SUMMARY NOVEMBER SIXTEEN, INSTANT.

[REDACTED] COUNTRY CLUB,
NASHVILLE, THIS DATE, ADVISED HE MET SUBJECT [REDACTED] SEPTEMBER,

ONE NINE SEVEN ZERO, WHILE ATTENDING UNIVERSITY OF TENNESSEE,
NASHVILLE EXTENSION. [REDACTED] SAID SUBJECT [REDACTED]

[REDACTED] AND HIMSELF STUDIED COURSES TOGETHER AND BECAME WELL
ACQUAINTED WITH [REDACTED] DURING THIS TIME. [REDACTED] ALSO STATED

HE AND [REDACTED] FAMILY VACATIONED IN FLORIDA. [REDACTED] SAID [REDACTED]

[REDACTED] CALLED HIM AFTER HIJACKING AND ASKED IF HE KNEW WHERE
HE COULD GET A JOB AS SUBJECT [REDACTED] ATTORNEYS DID NOT

WANT [REDACTED] TO RETURN TO BAR EMPLOYMENT AND ALSO ASKED IF

THERE WERE ANY PARTIES THAT [REDACTED] COULD ASSIST IN CATERING.

[REDACTED] IN THIS CONVERSATION, IN ESSENCE, TOLD [REDACTED] HE

END PAGE ONE NOV 20 1971

FBI FBI

Handwritten signature

ME 164-76

PAGE TWO

WAS IN A LOT OF ⁰TRUBLE. SUBJECT [] ACKNOWLEDGED THIS FACT,
STATING IT WOULD COST HIM A LOT OF MONEY. SUBJECT []

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ALSO SAID HE WAS "ROOKED INTO IT" AND THAT HE WOULD TELL

[] MORE ABOUT IT LATER. [] STATED HE DID NOT KNOW
SUBJECT GIFFE. [] SAID SUBJECT [] WAS A VERY HAPPY
LIKEABLE, EASY GOING INDIVIDUAL WHO WOULD NOT HURT ANYONE.

[] COUNTRY CLUB, THIS DATE,
SAID SUBJECT [] WORKED AS TEMPORARY BARTENDER AT CATERING
EVENT ON ONE EVENING MAY FIFTEEN, LAST. SUBJECT [] ALSO
WORKED ONE NIGHT AS EXTRA BARTENDER JULY THIRTY, LAST. []
SAID HE MET [] THROUGH [] A FOOD BUYER FOR THE
COUNTRY CLUB. [] SAID [] WAS SATISFACTORY EMPLOYEE AND
WISHED HE HAD MORE LIKE HIM, DESCRIBING HIM AS GOOD BARTENDER,
CLEAN AND NEAT APPEARING. [] SAID [] CONTACTED HIM
AFTER HIJACKING AND [] COMMENTED THAT HE WAS INVOLVED
THROUGH "FAULTY CONNECTIONS." [] CLAIMED THAT HE WAS
ASKED BY THE MAN WHO HE HAD MET FIVE OR SIX WEEKS AGO TO DRIVE
HIM TO THE AIRPORT AND AT THE AIRPORT [] SAID HE WAS
FORCED INTO THE AIRPLANE HIMSELF. [] ALSO SAID HE FELT
END PAGE TWO

164-76

PAGE THREE

CONFIDENT HE WOULD BE PROVEN INNOCENT AND WAS GUILTY ONLY BY ASSOCIATION. [] TOLD [] HE WOULD HAVE TO CLEAR HIMSELF BEFORE HE WOULD BE ELIGIBLE FOR REHIRE.

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CONTACT WITH USA CHARLES H. ANDERSON, NASHVILLE, THIS DATE, DETERMINED THAT THERE HAVE BEEN NO SUBSEQUENT CIVIL ACTIONS OR RESPONSES FILED IN USDC CLERK'S OFFICE SINCE JUDGE GRAY ISSUED ORDER LAST WEEK.

THIS CASE RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

P. END.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 16 1971

TELETYPE

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, ES _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Tavel _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

NR009 JK PLAIN

6:30 PM NITEL 11-16-71 ALH

TO DIRECTOR (164-2062)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103) (P) 3P

GEORGE MALLORY GIFFE, JR., AKA PAREN DECEASED PAREN; ET AL; CAA DASH
HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED
WEAPON; KIDNAPING; FTCA, OO: JK.

JACKSONVILLE DAILY SUMMARY, NOV. SIXTEEN, INSTANT.

[REDACTED] PENSACOLA, FLA., IDENTIFIED THROUGH REVIEW OF
PROPERTY OF SUBJECT GIFFE INTERVIEWED AND FURNISHED FOLLOWING:

[REDACTED] ACQUAINTED WITH SUBJECT GIFFE AND WIFE SUSAN MEET-
THEM APPROXIMATELY ONE AND HALF YEARS AGO THROUGH MUTUAL FRIEND, [REDACTED]

[REDACTED] PRIVATE PILOT AND RESIDENT IN NASHVILLE. GIFFE AND WIFE HAD
ACCOMPLANIED [REDACTED] TO PENSACOLA, FLA., WHERE THEY RESIDED AT HOLIDAY
INN SOUTH AND [REDACTED] INVITED THEM TO HIS RESIDENCE. SINCE THAT
TIME, [REDACTED] VISITED GIFFE APPROXIMATELY TWO TIMES AT GIFFE'S RE-
SIDENCE IN NASHVILLE AND ALLEGEDLY HAD NOT HEARD FROM GIFFE SINCE
EARLY SUMMER, SEVENTY ONE.

END PAGE ONE

EX-104

REC-59

164-2042-230

51 NOV 29 1971

NOV 19 1971

GIFFE WAS SEEKING FUNDS FOR APARTMENT COMPLEX ALLEGEDLY LOCATED IN ATLANTA AREA, AND WAS ALSO SEEKING FUNDS TO FINANCE NIGHT CLUB. GIFFE APPROACHED [] TO LOCATE FUNDS; HOWEVER, GIFFE WANTED TO USE COLLATERAL WHICH WAS NOT ACCEPTABLE. THIS COLLATERAL WAS IN FORM OF ALLEGED OUTSTANDING INSURANCE CLAIM WHICH GIFFE WAS TO RECEIVE AS AUTO ACCIDENT RESULTS.

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[] CONSIDERED GIFFE PECULAR PERSON WITH EXCEPTIONAL AMOUNT OF INTELLIGENCE AND GREAT DEAL OF SALESMANSHIP. GIFFE CARRIED LARGE AMOUNT OF CREDIT CARDS AND IDENTIFICATION CARDS AND ALWAYS IN POSSESSION OF PISTOL, MAKING JOKES ABOUT CARRYING IT. GIFFE ALSO CLAIMED TO BE MYSTIC AND A PALM READER. HE WAS ALSO EXTREMELY JEALOUS OF WIFE SUSAN AND THEY HAD SERIOUS MARITAL PROBLEMS DUE TO GIFFE'S JEALOUS NATURE.

[] KNEW THAT IN ADDITION TO GIFFE'S ASSOCIATE [] HE WAS ALSO ASSOCIATED WITH ONE [] (PHONETIC) ALLEGED NIGHT CLUB OWNER IN NASHVILLE, AND ONE [] RESIDING IN NASHVILLE. GIFFE'S ATTORNEY AT THAT TIME WAS ONE [] ALSO LOCATED IN NASHVILLE.

[] HAD NO INFORMATION CONCERNING SUBJECT [] OR []

MEMPHIS AT NASHVILLE THROUGH KNOWN ASSOCIATES OF GIFFE, ATTEMPT TO FURTHER IDENTIFY PILOT NAMED [] AND INSURE THAT HE

END PAGE TWO

JK 164-103

PAGE THREE

IS INTERVIEWED CONCERNING HIS RELATIONSHIP WITH GIFFE, THE IDENTITY
OF ANY PLANE TRIPS HE HAD TAKEN WITH HIM AND GIFFE'S ASSOCIATION WITH

[REDACTED]

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IT IS TO BE NOTED THAT [REDACTED] IS KNOWN AS QUOTE CONMAN UNQUOTE
IN PENSACOLA AREA AND MAKES LIVING SECURING FINANCIAL ASSISTANCE IN
VARIOUS SCHEMES.

END

PLB FBI WA

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE JACKSONVILLE	OFFICE OF ORIGIN JACKSONVILLE	DATE 11/17/71	INVESTIGATIVE PERIOD 10/7/71 - 11/8/71	b6 b7C
TITLE OF CASE GEORGE MALLORY GIFFE, JR., aka (Deceased); ET AL		REPORT MADE BY SA 	TYPED BY :cam	
		CHARACTER OF CASE CAA - HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA		

REFERENCES

Memphis report of SA 10/14/71;
 Jacksonville report of SA 10/16/71;
 Memphis report of SA 11/3/71.

- P -

ADMINISTRATIVE

The investigative period of this report overlaps that of previous Jacksonville report to include the results of investigation, which was not available at the time previous report was completed.

A copy of this report is being designated for the Atlanta Division in view of investigative interest and outstanding leads in this matter.

ACCOMPLISHMENTS CLAIMED					<input checked="" type="checkbox"/> NONE	ACQUIT- TALS	CASE HAS BEEN:		
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES				
							PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
APPROVED <i>WMA/44</i>					SPECIAL AGENT IN CHARGE			DO NOT WRITE IN SPACES BELOW	
COPIES MADE:								<i>164-2042-231</i> REC 68	
8 - Bureau (164-2062) 2 - USA, Jacksonville (Attn: AUSA) 2 - Atlanta (164-241) 4 - Memphis (164-76) (2 - USA, NASHVILLE, TENNESSEE) 2 - Jacksonville (164-103) <i>FD 217 TO JK, AT, ME 11/29/71</i>								20 NOV 20 1971	
Dissemination Record of Attached Report					Notations				
Agency	2 cc RAO atten 								
Request Recd.	BHC al 12/10/71								
Date Fwd.	1-RAO civil								
How Fwd.	1-TRM 5/16/72								
By	JFH/jh 66 JUL 72 1972								

*20 cc destroyed
1-FAH*

COVER PAGE

JK 16A-108

No leads are being set forth in this report as they have been adequately covered in previous communications forwarded to other offices.

COVER PAGE

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UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

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Copy to: 2 - USA, JACKSONVILLE (ATTENTION: [REDACTED])
2 - USA, NASHVILLE

Report of: SA [REDACTED]
Date: NOVEMBER 17, 1971

Office: JACKSONVILLE

Field Office File #: 164-103

Bureau File #: 164-2062

Title: GEORGE MALLORY GIFFE, JR. (DECEASED);
ET AL

Character: CRIME ABOARD AIRCRAFT - HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING; FEDERAL TORT CLAIMS ACT

Synopsis:

Review of military personnel records reflect USAFR, Air National Guard record for subject GIFFE reflecting enlistment in Air Force Reserve 12/3/64, for period of 3 years. GIFFE honorably discharged effective 12/10/56, "due to rejection for active military service (medical reasons)". Records of Cincinnati Insurance Co. reflect policy issued to subject GIFFE 10/1/60, and cancelled 2/21/70. [REDACTED] Chicago, Ill., friend of subject GIFFE, describes GIFFE as bright, energetic student that never quite "made it" academically, who was engaged in promotional activities, which were shaky in their structure. [REDACTED] met GIFFE in 8/71, at Nashville, at which time GIFFE related details of formation of company to handle mining venture. GIFFE wanted [REDACTED] to assist as a consultant but [REDACTED] skeptical of entire operation. [REDACTED] believed GIFFE in financial trouble at time of hijacking. Review of passport records reflect that subject GIFFE obtained passport at New Orleans on 6/17/70, and wife SUSAN obtained passport at same place on 6/29/70. No indication listed as to destination for proposed travel. [REDACTED] Attorney, Washington, D. C., met subject GIFFE through GEORGE DUGGER, SR. during 9/71. [REDACTED] involved in attempt to influence [REDACTED] from [REDACTED] selling interest in corporation owned by [REDACTED] met subject GIFFE and [REDACTED] at a meeting in which [REDACTED] indicated he would possibly use his influence with [REDACTED] received a call from GEORGE DUGGER after GIFFE involved in hijacking and DUGGER remarked that GIFFE looked "crazy" to him and admonished [REDACTED] for becoming involved with him. [REDACTED] advised during his association with subject GIFFE he observed GIFFE with

a .9 FPK pistol which he discharged several times on property in Georgia. [] said GIFFE alluded to being involved in intelligence work and described as "super patriotic". [] disassociated himself with GIFFE in business venture due to non-performance of GIFFE on original contracts. [] Ocean City, Maryland, met subject GIFFE through [] at cocktail party in Nashville, Tenn. GIFFE proposed [] join him in company involved in sand dredging operation but [] decided not to become involved. [] observed GIFFE always carried pistol and always traveled by chartered airplane rather than commercial as he was afraid of being caught with gun. [] New York, N.Y., former business member at Al Hirt Enterprises, approached by subject GIFFE 4 years ago. GIFFE proposed company known as Al Hirt Mardi Gras International, which after 2 years of inactivity was terminated. [] heard from GIFFE 2 weeks prior to his death at which time GIFFE tried to interest him in sand dredging business but [] declined. [] Pensacola, Fla., met subject GIFFE 1 1/2 years ago through mutual friend, [] private pilot, residing in Nashville, Tenn. GIFFE was seeking funds for apartment complex allegedly in Atlanta area. [] could not locate funds as GIFFE did not have suitable collateral.

[] observed GIFFE with gun and stated he was extremely jealous of his wife SUSAN and they had serious marital problems due to GIFFE's jealous nature. Military personnel records reflect subject [] enlisted in Tennessee National Guard, 1/56, and honorably discharged 5/57, to enlist in U.S. Navy. [] honorably released from active duty with U.S. Navy 5/71 and transferred to Navy Reserve honorably discharged during 11/62. Character and efficiency ratings ranged from good to very good with no records of court martial or AWOL. No indication of nervous or mental disorders in military medical records. [] and his wife, [] close associates of [] advised [] became lazy and discouraged after death of [] father, due to [] new ideas, they decided to disassociate themselves with the family. [] stated [] very annoyed with him during past months due to his inability to provide for family and stated she would leave him if situations did not improve by 11/71. On 11/9/71, U.S. Magistrate, Jacksonville, Fla., entered order extending time for filing motion to dismiss GH indictment and change venue from 11/12/71 to 11/30/71.

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JK 164-103

Transcription of FAA tapes at Atlanta, Ga., obtained and FAA personnel at Jacksonville, Fla., interviewed concerning evidents. On 10/19/71, FAA, Jacksonville, prepared detailed report concerning background data pertaining to Hawk Commander N3058N. Three witnesses at Air Command located and verify hearing shots fired from within aircraft prior to gun fire by Bureau agents. FBI Laboratory Reports determined that bullets found in bodies of deceased not fired by Bureau agents. Insurance records reflect that Hull Insurance for aircraft governed by "Hijacking Exclusion Policy" removing responsibility of insurance underwriters for any damages incurred during a hijacking.

- P -

DETAILS

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01 104-103

1. REMEMBERING INVESTIGATED IN CONJUNCTION
STORM HILLARY GIFFS, JR.

JK 164-103

FAB:nme

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AT ST. LOUIS, MISSOURI

The St. Louis Division advised that on October 7, 1971, the files of the National Personnel Records Center (Military Branch), St. Louis, Missouri, revealed United States Air Force Reserve, an Air National Guard, record for GEORGE MALLORY GIFFE, JR., Air Force Service Number 25355391, who enlisted in the Tennessee National Guard, an Air Force Reserve, on December 3, 1954, for a period of three years. GIFFE was honorably discharged with an effective date of December 10, 1956, "Due to rejection for active military service (medical reasons)."

The record does not disclose any further information concerning the medical reason for this discharge nor does the record contain a separation physical examination form. The record describes the discharge as being based on Paragraph 15, Special Order Number 237, Adjutant General's Office, Air National Guard, Tennessee, which order states "P.A.C., Paragraph 7 b (10), Air National Guard Regulations 39-10 DTD, 5 August 1955, A/2C GEORGE M. GIFFE, JR., AF 25355391, 118th TAC Hospital, Tennessee ANG, is honorably discharged from the Tennessee ANG and from the Reserve of the Air Force effective as of December 10, 1956."

The record reveals no active duty and no nervous or mental disorders. The record of Emergency Data reveals a wife, [redacted] and parents GEORGE MALLORY GIFFE, SR., and HELEN LOUISE GIFFE, all residing at [redacted]
[redacted]

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b7C

GIFFE's description at the time of his discharge listed him as a white male, 5'10" tall, 200 pounds, brown hair and eyes.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/15/711

[redacted] Cincinnati Insurance Company, Central Parkway, Cincinnati, Ohio, advised that his company had issued policy number HO-2-5-20-30-35 on October 1, 1960, to GEORGE GIFFE, Apartment 9-C, 5025 Hillsboro Road, Nashville, Tennessee. This policy was cancelled February 21, 1970.

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[redacted] stated that if any additional information concerning the issuance of this insurance policy were desired, it could be obtained from Kneeland, Walters and Fox and Company, Nashville, Tennessee who issued this insurance policy.

Interviewed on 10/15/71 at Cincinnati, Ohio File # 164-53

by SA [redacted] /kyl Date dictated 10/15/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription October 21, 1971

[redacted] was interviewed at his residence, [redacted] advised that he is a business consultant working mainly in the Chicago area. He advised that he attended West End High School in Nashville, Tennessee, along with GEORGE GIFFE and [redacted] GIFFE's first wife.

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[redacted] described GIFFE as a bright energetic student that never quite "made it" academically who was subsequently engaged in promotional activities which were shaky in their structure.

[redacted] advised that he had a chance meeting with GIFFE at a shopping center in Nashville near Christmas time, 1970. During their conversation at this time, GIFFE told him that he had a deal going involving franchise stock for AL HIRT, the details of which [redacted] does not recall.

[redacted] stated that he was in Nashville from August 22, 1971, to August 26, 1971, and had another chance meeting with GIFFE at an optometrist's at Baptist Hospital on Church Street at about 19th, on Tuesday, August 24, 1971. GIFFE told him that he was now in a sand and gravel mining venture at Marion, Georgia, wherein his company would use portable hydraulic mining equipment. GIFFE related that he had raised two million dollars to finance the corporation for the mining venture. [redacted] stated he does not recall the name of the company, however, GIFFE did mention it to him. GIFFE told [redacted] that the attorneys for the corporation had a problem about the corporation not being able to do business in Georgia and that the corporation was possibly a Tennessee Corporation. [redacted] advised GIFFE that they should form a corporation in Delaware. [redacted] stated that he was skeptical of GIFFE's story as any competent corporate attorney should be able to handle any problem of this nature. GIFFE also told [redacted] that the land involved in the mining operation had disputed ownership. He also advised that the financing for the corporation had been

Interviewed on 10/19/71 at Chicago, Illinois File # CG 164-290

SAS [redacted]
by [redacted] JAR/lsl Date dictated 10/20/71

secured by pledging stock of another company, however, [] did not determine from GIFFE what company stocks were pledged. GIFFE told him that he was in the venture with [] (phonetic). [] described [] as being a playboy and a poor manager and as having come from a wealthy and socially prominent family in Nashville. [] supposedly holds controlling interest in a firm located on Woodcrest in Nashville, the name of which is similar to American Marine and Machine Dredge Company (AMMD). [] described [] as being employed at AMMD and as having been involved in the killing of his mother's second husband with a Japanese Samurai sword.

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GIFFE also told [] that he had an option to buy some land in Columbia. [] stated that he had no previous knowledge that GIFFE was involved in real estate.

GIFFE wanted [] to come in with him on the mining operation as a consultant and promised fabulous fees and stock deals. [] stated he was skeptical and gave GIFFE his card and his parent's phone number in Nashville, which is []. [] stated that GIFFE did call him the next day begging him to come in on the mining venture. GIFFE told him that he was going to Atlanta the following Friday and Saturday and that he always stayed at the Marriott Hotel when he stayed there. [] agreed to call him, however, when he did so, he ascertained that GIFFE was not registered there. [] advised that he had no subsequent contact with GIFFE.

[] advised that AMMD enjoyed great success during its first two years of operation but is presently in financial difficulty and is actually being controlled by the Third National Bank in Nashville. [] advised that [] is completely familiar with that company.

[] advised that when he learned of the hijacking, he attempted to determine if the hijacker was the GIFFE he knew. He stated that the newspaper article appeared to have misinformation so he telephonically tried to contact GIFFE through the Nashville operator. The operator told him that GIFFE's phone was unlisted and that she would not give out the number or the address. Inasmuch as GIFFE had told him that he lived in Batavia Gardens, he asked the operator if GIFFE's address was in Batavia

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CG 164-290

Gardens and she replied that it was. Inasmuch as this information did not correspond to the information in the newspaper, he concluded that GIFFE had been maintaining two residences.

[] stated that GIFFE had told him that his first wife, [] had remarried, however, [] does not know her new name or address. He stated there is still a question in his mind if [] is the girl killed during the hijacking. "

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[] stated that it was possible that GIFFE was in financial trouble and had attempted the hijacking for this reason. He stated that GIFFE was highly energetic and appeared to be working at a high pitch when he was in contact with him. However, [] had no indication that GIFFE was unstable at that time.

[] stated that in his opinion, GIFFE was looking for a front man with good credentials such as himself to put over his promotion of the mining venture.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 10/27/71

The files of the Passport Office, Department of State, reviewed on October 26, 1971, disclose that GEORGE M. GIFFE, JR., was issued passport A-1032652 at New Orleans, Louisiana, on June 17, 1970, for proposed travel for three weeks to "any country approved by U.S. Government." In his application dated June 16, 1970, at Nashville, Tennessee, he stated his intention to depart by air about June 22, 1970. He expected to take another trip abroad within the year. This passport was valid for five years' travel to all countries except Cuba, mainland China, North Korea and North Vietnam.

Under passport regulations, this individual may use this passport for lawful travel within the period of its validity whenever and as often as desired without further notification to the Department of State or other Government agency. The Passport Office does not receive information as to whether or when a passport is used for foreign travel.

Mr. GIFFE stated that he was born on July 11, 1936, at Chattanooga, Tennessee, and the file reflects that his birth certificate has been seen by passport authorities. He gave his permanent residence as Georgetown Apartments, 9-C, 5025 Hillsboro Road (apparently Nashville, Tennessee) and his mailing address as Suite 810, 1808 West End Building, Nashville, Tennessee, telephone 256-6322. He listed his father as Lieutenant Colonel GEORGE M. GIFFE, SR., born at Chattanooga, Tennessee, on June 17, 1907, and his mother as HELEN LOUISE HUDLEY, born at Chattanooga on July 8, 1918. He stated that he was last married on December 21, 1968, to SUSAN GERMAINE LAKICH, born on November 6, 1946, at Nashville, Tennessee, marriage not terminated.

In the event of death or accident, he requested that Mrs. SUSAN GIFFE, JR., his wife, be notified at the

Interviewed on 10/26/71 at Washington, D.C. File # WFO 164-166

SA Date dictated 10/26/71

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WFO 164-166

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address given above. He identified himself with Tennessee license number 1909693.

The following description appeared in his file:

Height:	6 feet 8 inch
Hair:	Brown
Eyes:	Brown
Occupation:	Broker
Social Security Number:	409-56-4371

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 10/27/71

The files of the Passport Office, Department of States, reviewed on October 26, 1971, disclose that SUSAN G. GIFFE was issued passport A-1392622 at New Orleans, Louisiana, on June 29, 1970, for proposed travel for two weeks for the purpose of travel. As to countries to be visited, she listed, "all those legally recognized by the U.S." She expected to take another trip abroad within the year. In her application dated June 16, 1970, at Nashville, Tennessee, she stated her intention to depart by air about July 5 (1970). This passport was valid for five years' travel to all countries except Cuba, mainland China, North Korea and North Vietnam.

Under passport regulations, this individual may use this passport for lawful travel within the period of its validity whenever and as often as desired without further notification to the Department of State or other Government agency. The Passport Office does not receive information as to whether or when a passport is used for foreign travel.

Mrs. GIFFE stated that she was born on November 6, 1945, at Nashville, Tennessee, and the file reflects that her birth certificate has been seen by passport authorities. She indicated in her application that she had previously been included on a 1957 passport of her mother, [redacted] which is not now valid. She gave her permanent residence as Georgetown Apartments, 9-C, Nashville, Tennessee, and her mailing address as Suite 810, 1808 West End Building, Nashville, Tennessee, telephone 256-6322. She listed her father as [redacted] born at [redacted] on [redacted] and her mother as [redacted] born at [redacted] on [redacted]

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Interviewed on 10/26/71 at Washington, D.C. File # WFO 164-166
by SA [redacted] Date dictated 10/26/71

WFO 164-166

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She stated that she was last married on December 21, 1968, to GEORGE MALLORY GIFFE, JR., born on July 11, 1936, at Chattanooga, Tennessee, marriage not terminated.

In the event of death or accident, she requested that [redacted] her mother. be notified at [redacted] She identified herself with Tennessee driver's license number 2912104.

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The following description appeared in her file:

Height:	5 feet 6 inches
Hair:	Brown
Eyes:	Brown
Occupation:	Housewife
Social Security Number:	411-76-9546

FEDERAL BUREAU OF INVESTIGATION

10/29/71

Date of transcription

[redacted] Attorney-at-Law, was interviewed at his law office at [redacted] Washington, D. C. (WDC), telephone number [redacted] was advised of the official identity of the interviewing agent and the nature of the inquiry.

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Thereafter, [redacted] furnished the following information:

He owns a farm located at [redacted] which is located in [redacted]. He often spends his leisure time at the farm and on September 5, 1971, during the Labor Day weekend, he and his family were present at the farm when one GEORGE DUGGER, SR., telephoned him and requested to see him. DUGGER, who is a 73 or 74 year old Elizabethton, Tennessee, Attorney, arrived at [redacted] farm accompanied by a white man named GEORGE GIFFE and a Negro named [redacted]. DUGGER's office telephone number is 615-543-2551 and his home telephone number is [redacted].

The purpose of the visit was to get [redacted] to use his influence to dissuade one [redacted] from selling his interests in the Consolidated Gold and Pyrite Corporation of which all, including [redacted] are stockholders. He [redacted] has known [redacted] for approximately six years through other business deals. He described [redacted] as a friend of DUGGER's and as a "promoter." He noted that [redacted] has some connection with United States Senator BILL BRICK, Tennessee, the two having possibly attended school together.

According to DUGGER, Nashville Attorney [redacted] had introduced him to GIFFE and had recommended GIFFE and [redacted] to DUGGER. He [redacted] does not know [redacted] but assumes him to be reputable since he is known to have been associated with [redacted]

10/26/71

Washington, D. C.

WFO 164-166

Interviewed on _____ at _____ File # _____

by SA [redacted]

Date dictated

10/27/71

DL 164-166

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[redacted] a former member of the Tennessee Supreme Court. [redacted] can be located in care of the [redacted]

[redacted] telephone number [redacted]

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During the aforementioned Labor Day weekend visit, [redacted] introduced CLIFF and [redacted] as his business associates and it was ascertained that CLIFF had borrowed money from the Commerce Union Bank in Nashville, Tennessee. CLIFF and [redacted] indicated that [redacted] was going to sell his interests and that they wanted the terms of a lease, which had been signed by [redacted] on May 20, 1971, to be upheld. [redacted] made available a copy of this lease and stated that he had not personally read it in its entirety. He noted that the Code, Inc. referred to in the lease was incorporated by [redacted]. [redacted] noted that he probably gave CLIFF one of his business cards while they were at his farm.

[redacted] continued as follows:

He talked to CLIFF, [redacted] in the front yard of his farmhouse for approximately one half hour and, thereafter, refreshments were served. They then accompanied him to the backyard where all shot skeet with his .41" gauge shotgun. To his knowledge, none of his visitors were in possession of any firearms of their own. The meeting was terminated with the understanding that he [redacted] would "think about it," that is, about using his influence with [redacted]

[redacted] described [redacted] as a Negro male, approximately 35 years old, 5 feet 11 inches tall, 180 - 190 pounds. [redacted] indicated that he was an athlete and formerly taught at Leebody College in Nashville, Tennessee. [redacted] furnished his telephone number as [redacted] and indicated he was from Nashville.

WFO 104-104

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[redacted] described CAROL GIFFE as a white male, 35 to 40 years old, 5 feet 10 - 5 feet 11 inches in height, and weighing approximately 250 pounds. He noted that on September 5, 1971, GIFFE made reference to the fact that he had to get back to Nashville to attend a cocktail party.

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[redacted] furnished the following additional information:

On September 3, 1971, prior to the above described meeting, he was met at the Knoxville Airport by [redacted] and they rode together to Knoxville where [redacted] in a rented car, dropped [redacted] off at a Knoxville restaurant. During this trip, [redacted] explained his position concerning the selling of his interests in the Consolidated Gold and Pyrite Corporation, and it was at this time that [redacted] provided him with copies of the following:

A letter dated January 25, 1971, from [redacted] enclosing two pages concerning the financial position of [redacted]

A xeroxed copy of a letter dated February 2, 1970, to [redacted] Consolidated Gold and Pyrite Corporation, from [redacted] Mining Geologist, along with two xeroxed pages of [redacted] qualifications and three pages concerning a prospect report for certain properties of the Consolidated Gold and Pyrite Corporation.

A letter dated March 4, 1971, from the aforementioned [redacted] to the aforementioned [redacted] Consolidated Gold and Pyrite Corporation, along with two pages concerning estimated revenue.

AD 164-166

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A Xeroxed copy of a letter, dated March 9, 1970, from [redacted] C. W. Matthews Contracting Company, Marietta, Georgia, to the aforementioned [redacted] concerning that contracting company's possible use of materials of the Consolidated Gold and Pyrite Corporation.

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A Xeroxed copy of a letter, dated February 2, 1971, from the aforementioned [redacted] to the aforementioned [redacted] concerning the same subject.

A Xeroxed copy of a character of credit firm report concerning C. W. Matthews Contracting Company, Marietta, Georgia.

A Xeroxed copy of a letter dated March 10, 1970 to the aforementioned [redacted] from [redacted] Thompson's Brothers Sand Company, Roswell, Georgia, concerning that company's possible purchase of sand and gravel from the Consolidated Gold and Pyrite Corporation.

A Xeroxed copy of a letter, dated February 19, 1971, from the aforementioned [redacted] to [redacted] concerning the same subject.

Two Xeroxed pages of a Credit Firm Report concerning Thompson's Brothers Sand and Gravel Company.

One Xeroxed page of a Credit Firm Report concerning Thompson Concrete Products, Incorporated.

A Xeroxed copy of a 13 page lease signed by [redacted] on May 20, 1971.

A Xeroxed copy of a letter, dated June 5, 1971, to [redacted] from the aforementioned [redacted] concerning their agreement and understanding regarding the swapping of stock in the Consolidated Gold and Pyrite Corporation.

A Xeroxed copy of a letter, July 26, 1971, to CLAYTON A. GIBBS, Jr., from the aforementioned [redacted] wherein [redacted]

NY 104-166

demands that, among other things, GIPFE send him twenty five hundred dollars to three thousand dollars.

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A Xeroxed copy of a letter, dated June 11, 1971, from the aforementioned BO WERSH to the aforementioned [redacted] wherein is reflected certain expenses incurred by [redacted] for a business trip. This letter reflects that GIPFE paid cash for [redacted] return airlines ticket.

A Xeroxed copy of a letter, dated August 25, 1971, to the aforementioned [redacted] from the aforementioned [redacted] wherein [redacted] stated he is aware that [redacted] had indicated to GEORGE GIPFE and [redacted] that he [redacted] was contemplating terminating the lease concerning Cade, Incorporated.

A Xeroxed copy of a telegram received by telephone reflecting a copy of night letter sent August 26, 1971, to the aforementioned [redacted] from [redacted] This letter reflects [redacted] intention to declare his lease with the Consolidated Gold and Write Corporation and Cade, Incorporated, as null and void at 6 o'clock a.m., on August 26, 1971.

[redacted] further advised that approximately two weeks after GIPFE was involved in a hijacking attempt which commenced at Jacksonville, Florida, he [redacted] received a telephone call from the aforementioned GEORGE HODGE who informed him that GIPFE killed himself in the hijacking attempt. [redacted] told him that GIPFE 'looked crazy' to him and [redacted] admonished HODGE for becoming involved with such an individual.

[redacted] expressed his desire to cooperate in this matter by furnishing any information he might have of value.

FEDERAL BUREAU OF INVESTIGATION

10/28/71

[redacted] advised that he is a land developer and in about May of 1971 was interested in selling mineral rights on a tract of 6800 acres of land that he owned near Canton, Georgia. He had made some inquiry and found very valuable sand and gravel deposits on this land and found that there was a large market for these minerals. He had contacted [redacted] of Cade Incorporated, Nashville, Tennessee. In May, 1971, [redacted] contacted him and said that he had parties that might be interested in financing the mining operations. Shortly thereafter GEORGE GIFFE and his attorney, [redacted] of Nashville, Tennessee, came to his home in Cleveland to discuss this matter with him. They were accompanied by [redacted] Negro male, former basketball coach at Tennessee A & I College in Nashville. GIFFE was also accompanied by his wife, SUSAN. They remained overnight in Cleveland at the Scottish Inns and his proposition to lease the land was explained to them.

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Several weeks later, GIFFE, [redacted] SUSAN GIFFE, and [redacted] of Nashville met with [redacted] at the Marriott Motel in Atlanta, Georgia, for the purpose of examining the property owned by [redacted] was also present on this occasion.

[redacted] recalled that on this occasion GIFFE had a pistol which GIFFE said was .9 PPK pistol and discharged this weapon several times on the property they were examining. On May 20, 1971, GIFFE, [redacted] and GEORGE F. DUGGER, SR., a lawyer from Elizabethton, Tennessee, met at Attorney [redacted] office in Nashville and drew up a contract whereby Cade, Incorporated, leased the property owned by [redacted] At that time [redacted] was to receive \$15,000 earnest money but only received \$3,000 with a provision in the lease that mining operations would start within ninety days. GIFFE was to arrange the financing for the mining operations. [redacted] also attempted to get one [redacted] of Nashville to invest in the deal but [redacted] after meeting with them turned down the offer.

Soon thereafter all of them met again at the Marriott Motel in Atlanta at GIFFE'S invitation. GIFFE was supposed to have a geologist there to make further sample tests of

Interviewed on 10/26/71 at Cleveland, Tennessee File # KX 164-33

by SA [redacted] SA [redacted] JL/cgk Date dictated 10/27/71

KX 164-33

minerals taken from the property by [] A few weeks later they all again met at the Marriott Motel, Atlanta. This was in July and was the last time he actually saw GIFFE. After ninety days he had sent word to GIFFE that the contract was void as no mining operations had been started on the land. b6 b7C

[] advised that on his first contact with GIFFE he noted nothing unusual about GIFFE except that he was loud mouthed and wanted to run the show. But on subsequent contacts, he noticed a complete change in GIFFE. He carried the pistol with him at all times, even in the belt of his shorts when undressed and began to have violent fits of rage during which time he would brandish the pistol wildly. Several times in the middle of conversations, GIFFE would stop and state he was receiving a call from his friend who was flying an airplane. He said that he had to go to the airport to meet this friend who was coming in. GIFFE actually left the meetings to go to the airport. He spoke several times of this friend but never mentioned a name. GIFFE began wearing his hair in a mod style and dressed constantly in "bush coat" with an American Flag sewn on the shoulder. He described GIFFE as being "super patriotic". GIFFE spoke vaguely of having been in intelligence work.

He noted that during this period GIFFE'S behavior deteriorated and his rages became more frequent especially when he mentioned his mother-in-law. On one occasion while at the Marriott Motel, [] told him that GIFFE and his wife had a violent fight in which her arm was injured and she had scraped the skin from his face. [] also told him that GIFFE was insanely jealous of his wife, SUSAN, and took her everywhere he went. [] seemed to be very close to GIFFE and apparently knew GIFFE better than anyone in the group.

[] advised that after July, 1971, he had no further contact with GIFFE and knew nothing further of him until he had read in the papers that GIFFE had hijacked an airplane and killed his wife and himself.

[] advised that [] is unknown to him.

FEDERAL BUREAU OF INVESTIGATION

Date 11/8/71

[redacted] "Al Hirt Enterprises, Inc." American Bank Building, Carondelet and Common, Suite 801, Phone [redacted] furnished the following information:

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On October 28, 1971, neither she nor [redacted] have any knowledge of subject GEORGE MALLORY GIFFE, JR., [redacted] or AL HIRT MARDI GRAS INTERNATIONAL.

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[redacted] advised AL HIRT ENTERPRISES, INC., is company formed solely for the auditing and booking engagements of [redacted]

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On 10/28&29/71 at New Orleans, Louisiana File # NO 164-135

by SA [redacted] b6 b7C /mhl Date dictated 11/1/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/29/71

GEORGE DUGGER, an attorney with offices located Siler - Hunter Building, Elizabethton, Tennessee, telephone 543-2551, was contacted at the Ramada Inn, Kingston Pike, Knoxville, Tennessee, and furnished the following information:

About six or seven months ago, [redacted] visited him in Elizabethton, Tennessee, and he prepared a charter in blank for Cade, Inc., Nashville, Tennessee, which company was to operate the Consolidated Gold and Pyrite Corporation (CGPC), which company owned mineral rights to approximately 6200 acres of land located 40 miles north of Atlanta. The name of the company and other data on the charter was to be filled in by [redacted] Nashville, Tennessee, who was the attorney for Cade, Inc. [redacted] was then to register the company in Nashville, Tennessee.

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He stated at that time GEORGE GIFFE was Chairman of the Board and [redacted] was the President and [redacted] was the General Counsel for Cade, Inc., Nashville, Tennessee. He stated that [redacted] of Cleveland, Tennessee, owned 90% of CGPC.

He later went to Nashville, Tennessee, and discussed with [redacted] the possibility of exchanging CGPC stock for Cade, Inc. stock instead of putting out cash as issuing stock would be cheaper and more favorable. He told [redacted] he did not know if this was legal or not and that he, [redacted] should contact [redacted] a tax lawyer, in Washington, D. C. He indicated that later on [redacted] indicated this procedure was not legal.

On another business trip to Nashville, Tennessee, he visited [redacted] GIFFE and [redacted] Negro coach at Tennessee A & I College, were present and GIFFE invited him over to his apartment. He went to GIFFE's apartment and present were [redacted] and his wife, [redacted] GIFFE, his wife and small child and [redacted] from Fisk University and his wife. He said that [redacted] and [redacted] may have been connected with Cade, Inc., Nashville, Tennessee.

Interviewed on 10/28/71 at Knoxville, Tennessee

KX 164-33

File # JK 164-103SA
SA

by

HAM:gsh

Date dictated

10/29/71

KX 164-33
JK 164-103

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In approximately June, 1971, he again visited Nashville, Tennessee, to attend a Bar Association meeting and had breakfast with GIFFE and his wife.

In September, 1971, GIFFE and [] visited him in Elizabethton, Tennessee, and they traveled by automobile to [] farm located near Rogersville, Tennessee, where [] and his wife were visiting. At this time [] indicated that the exchanging of CGPC stock for Cade, Inc. stock was not legal.

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At the farm GIFFE remarked that he was going to "break [] neck" or words to that effect because [] had written letters to GIFFE canceling the lease regarding the CGPC mineral rights in Georgia. He indicated that apparently GIFFE was to start operations in Georgia within 90 days and GIFFE had failed to do so and this was the reason [] canceled the lease. He said the group then returned to Elizabethton, Tennessee, around 5:00 PM and dropped him off.

He stated that GIFFE, age 35, was a teacher or professor at Peabody College in Nashville, Tennessee and met his wife, age 25, who was a student there. Later on GIFFE went into the real estate business and was a promoter for the Al HIRT Enterprizes. He stated GIFFE left the impression that GIFFE was at one time connected with the intelligence service, possibly in the Korean War as GIFFE was always pretending that he could make a check on anyone.

He stated he had heard that GIFFE's wife left him 9 days prior to the hijacking of the airplane in Nashville, Tennessee, and that he had heard GIFFE always carried a gun; however he had never observed one on GIFFE's person.

He stated that the only time he ever observed GIFFE act out of the ordinary or lose his temper was at the farm near Rogersville, Tennessee, in September, 1971, when GIFFE indicated that he was going to break [] neck.

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription November 2, 1971

[redacted]
[redacted] was interviewed and furnished the following information: b6 b7C

[redacted] is presently in Ocean City, Maryland to begin a dredging operation in Ocean City Bay as the Captain of a dredge boat, and is associated in this operation with East Coast Dredging Company.

[redacted] first met GEORGE GIFFE approximately 4-5 months ago through [redacted] at a party one evening at the Bavarian Apartments, Nashville, Tennessee. [redacted] is in the trucking business in Nashville, and [redacted] has known him for a number of years. GIFFE had the mineral rights to sand deposits in North Atlanta, Georgia, and GIFFE wanted [redacted] and [redacted] to join him in forming a company in this venture. [redacted] was supposed to perform the dredging operation, and get the sand to the processing plant, and [redacted] was supposed to process and truck the sand to its destination. GIFFE was attempting to raise a million, two hundred thousand dollars for the operation, and it was his intention to remain in Nashville, and seek other business ventures in which to invest the million dollars. [redacted] stated that the operation could have been handled the first year with a sum of \$200,000., but GIFFE wanted to start out with a General Motors type operation. [redacted] stated that he was very skeptical about the way the operation was to be run, but also knew that it could be very profitable if managed intelligently. GIFFE reportedly obtained the contract for the mineral rights through a Nashville Bar, and could have borrowed the money for the operation using the contract as collateral. Instead, GIFFE borrowed money from friends of his, and issued stock in the company by writing same on a piece of paper. [redacted] stated that he was in GIFFE's company approximately nine times over a four month period of time in connection with the business venture, but added that he did not know a great deal concerning his background. He knew that he had been in the Real Estate Business, and went out of business. GIFFE had previously been married and had one child. GIFFE always carried a pistol, and always traveled by chartered airplane rather than commercial as he was afraid of being caught with the gun. [redacted] knew of no reason why GIFFE carried a gun, and this made him even more skeptical of him.

Interviewed on 11/1/71 at Ocean City, Maryland File # BA 164-100

by SA [redacted] Date dictated 11/2/71

BA 164-100

RFM:rmw

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[] stated that GIFFE reportedly believed in and practised witchcraft, and understood that his mother has been in and out of mental hospitals. b6 b7C

[] stated that he and [] finally decided to break off relations with GIFFE as they were afraid of being tied up in a business deal with GIFFE. GIFFE was a big promoter, a smooth talker, but could not hold on to money. The money GIFFE borrowed from his friends to finance this business venture, was spent in an extravagant fashion. GIFFE purchased a new Cadillac, but it was later learned that he got the Cadillac without putting up a penny. [] a Negro businessman from Nashville, Tennessee was also in on the business deal with GIFFE, and [] reportedly plans to go ahead with the operation in the near future.

[] stated that he did not know [] but added that he believed GIFFE probably conned him into going along with him in the episode with his wife and the chartered plane. [] understood that GIFFE initially chartered the plane to fly to Atlanta, and tried to contact [] that day but he was in California for the weekend.

[] stated that GIFFE reportedly was trying to arrange financing from the Commerce Union Bank, Nashville, Tennessee, and the C&S Bank, Atlanta, Georgia. GIFFE also told him that he was dealing with two members of the Mafia for financing, but he never went into any details in this regard. GIFFE seemed to thrive on having a group of people around him, and being the center of attraction. [] stated that the fact of GIFFE's wife leaving him, plus his mounting debts, must have triggered his acts of violence in Jacksonville, Florida.

FEDERAL BUREAU OF INVESTIGATION

Date 11/10/71

[redacted] advised that he was formerly [redacted] at Al Hirt Enterprises and in this capacity he was approached approximately four years ago by one GEORGE MALLORY GIFFE, JR. [redacted] stated GIFFE was a promoter type who was, at the time, President of Global V. Realty Company, Division of the Verstand Corporation, Suite 605, 1720 West End Building, Nashville, Tennessee. GIFFE, under the name Atlantic Development Corporation (ADC), entered into an agreement with [redacted] to set up a Nashville, Tennessee Al Hirt Mardi Gras International Incorporated. The purpose of the latter was to establish a club - restaurant under AL HIRT's name in Nashville and to subsequently sell franchises for other clubs for \$20,000. ADC had the exact same address as Global V. Realty and the exact same officers. These officers, other than GIFFE, were [redacted] Vice President, and [redacted] Secretary - Treasurer. [redacted] related that one [redacted] of Charly O's Restaurant in Nashville, was also initially involved with GIFFE in this enterprise but he eventually split with GIFFE. Subsequently Al Hirt Enterprises, through [redacted] promotion, set up a concern named Al Hirt Sandwich Salons. [redacted] home telephone number is possibly [redacted]

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[redacted] related that Al Hirt Mardi Gras International Incorporated never got off the ground as GIFFE was unable to get financial backing. Al Hirt Enterprises, as agreed, did not invest any money into the project and [redacted] stated that, after approximately two years of nothing happening, he sent a letter to GIFFE terminating the agreement. Temporary stock certificates of Al Hirt Mardi Gras International Incorporated, drawn up by GIFFE's Attorney, [redacted] Nashville, Tennessee, were issued pending receipt from a printer of permanent certificates. [redacted] said he received, in his name, such a certificate (Numbered Number Two) for 620,000 shares, ten cents par value. He stated that his files reflect that one [redacted] of Nashville, Tennessee, also received shares. [redacted]

On 11/1/71 at New York, New York File # NY 164-612by SA [redacted] Date dictated 11/5/71

NY 164-612

Further related that Schlott, Norman and Cain Architects (address unknown) and possibly [redacted] Third National Bank, were also involved in the abortive enterprise. The Third National Bank, it was said, is likely located in Nashville.

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[redacted] related that after sending his letter of resignation to GIFFE, he never heard from him again until approximately two weeks before his death. [redacted] stated that GIFFE, knowing he is singer [redacted] telephonically contacted him, trying to interest him in investing in enlarged tracts of land, which had the type of sand used for construction in the South. GIFFE supposedly had options on this land but needed financial backers. [redacted] told GIFFE that he was not interested and as a result he did not press GIFFE for details concerning the deal. He advised that when he first met GIFFE, latter was married but then divorced his wife and married a young secretary he had just hired. [redacted] related that it was this second wife that died in the Jacksonville incident. [redacted] characterized GIFFE as an outgoing, personable individual, but perhaps a bit glib. He said he never had any social relationship with GIFFE and is unable to speculate as to the reasons for the Jacksonville incident.

FEDERAL BUREAU OF INVESTIGATION

Date November 16, 1971

[redacted] furnished
the following information:

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He was acquainted with GEORGE MALLORY GIFFE, JR., and GIFFE's wife, SUSAN. He first met them approximately one and one half years ago through a mutual friend, [redacted] who is a private pilot and resides in Nashville, Tennessee. GIFFE and his wife, SUSAN, had accompanied [redacted] to Pensacola, Florida, where they were residing at the Holiday Inn South, and he invited them to his residence.

Since that time he has visited with GIFFE approximately two times at GIFFE's residence in Nashville, Tennessee. He had not heard from GIFFE since the early summer of 1971.

GIFFE was seeking funds for financing an apartment complex allegedly located in the Atlanta area and at one time was also seeking funds for the financing of a nightclub. GIFFE and he had talked on one or two occasions concerning locating money and GIFFE at one time was interested in locating funds; however, he wanted to use collateral which was unacceptable. He explained that the collateral was funds that GIFFE was allegedly to receive for an alleged outstanding insurance claim as a result of an automobile accident.

He considered GIFFE to be a peculiar person. He explained, stating that GIFFE had an exceptional amount of intelligence and a great deal of salesmanship. GIFFE carried an exceptional amount of credit cards and identification cards. He was always in possession of a pistol and made jokes about carrying it. GIFFE claimed to be both "mystic" and a palmreader as hobbies. GIFFE was extremely jealous of his wife, SUSAN, and they had serious marital problems due to GIFFE's jealous nature.

GIFFE was not a close associate. [redacted] does know that GIFFE was associated with [redacted]. He also was associated with one [redacted] (phonetic),

On 11-8-71 at Pensacola, Florida File # JK 164-103

by SA [redacted] WLB/cgc Date dictated 11-12-71

JK 164-103

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allegedly a nightclub owner in Nashville, Tennessee, and one [redacted] who also resides in the Nashville, Tennessee, area. GIFFE's attorney was [redacted] who practices law in Nashville, Tennessee.

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Due to his limited contact with GIFFE, he is not able to furnish any further information concerning GIFFE or GIFFE's wife, SUSAN.

He does not know [redacted] or

[redacted]

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3. WILSON INVESTIGATION INCIDENT

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Navy records at National Personnel Records Center (Military Branch), St. Louis, Missouri, indicated the following:

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[redacted] service number [redacted] enlisted in the Tennessee National Guard, Company "C" 168th Military Police Battalion, Gallatin, Tennessee on January 12, 1956. Attended Field Training at Fort McClellan, Alabama July 15, 1956, to July 29, 1956. He was honorably discharged as a Private First Class on May 23, 1957, to enlist in the U.S. Navy. [redacted] service number [redacted] enlisted in the U.S. Navy on May 24, 1957, and entered on active duty on the same date at Nashville, Tennessee. He was honorably released from active duty on May 19, 1961, as an Aviation Electrician's Mate (Instrument Repairman) Third Class at Patuxent River, Maryland, at the expiration of enlistment and transferred to the U.S. Navy Reserve for completion of his military obligation. He served in the U.S. Navy Reserve, inactive status, from May 20, 1961 to November 11, 1962, when honorably discharged as an Aviation Electrician's Mate Third Class upon fulfillment of his military obligation.

He had 11 months and four days foreign and/or sea service in the Atlantic Area and was awarded the Good Conduct Medal. He also received commendation for his exemplary performance of duty which enabled Airborne Early Warning Squadron Thirteen to win Outstanding Squadron Award for the period July 1 to December 31, 1960. His character and efficiency ratings ranged from good to very good and there was no record of courts-martial or absence without official leave.

His report of Medical Examination, dated May 11, 1961, indicated that [redacted]

[redacted] He was described as white male, 74", 235 pounds, brown hair, brown eyes, with two inch by one-half inch scar right lower leg, and one inch scar right hand. His date and place of birth were shown as [redacted] at [redacted]

[redacted] No indication of nervous or mental disorders was found.

The records further indicated [redacted] had an Educational Claim with the Veterans Administration Regional Office, Nashville, Tennessee, dated July 27, 1966, under Veterans Administration Claim Number [redacted]

FEDERAL BUREAU OF INVESTIGATION

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Date 10/25/71

[redacted] Braniff
International Airlines, advised a review of the Braniff
International Fastcard Account of [redacted]
Card Number [redacted] reflect that [redacted] made
application on September 17, 1968, which is set forth
as follows:

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On 10/25/71 at Dallas, Texas File # Dallas 164-183

by SA [redacted] Date dictated 10/25/71

DL 164-

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The records indicate the following useage of the credit card:

April 7, 1969, used for purchase of a ticket from Nashville to Dallas to San Antonio, to Harlingen, Texas, to Dallas, to Nashville, at a cost of \$261.50

March 7, 1970, ticket purchased from Nashville to Newark, to Nashville, at a cost of \$111.30

September 25, 1970, ticket purchased from Nashville to Dallas, to Seattle to Walla Walla, Washington, to Seattle, to Dallas, to Nashville, at a cost of \$490.

Payments on the account have been made satisfactorily, the last payment received on July 16, 1971. In addition to the address furnished on the application, the following addresses were shown:

May, 1969, address changed to [REDACTED]

[REDACTED]

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September 1, 1969, address changed to

[REDACTED]

March, 1970, [REDACTED] moved to [REDACTED]
which is his current address

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JW 165-103

3. PROFESSION OF

[REDACTED]

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JK 164-103

FAB-kgn

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AT JACKSONVILLE, FLORIDA

On November 1, 1971, Judge GERALD BARD TJOFLAT, United States District Court, Jacksonville, Florida, held a hearing in his chambers on a motion by the government for a Protective Order under Rule 16, Federal Laws of Civil Procedure. Attending this hearing were JOHN L. BRIGGS, United States Attorney, Middle District of Florida; [redacted] Assistant United States Attorneys; and [redacted] attorney for [redacted] b6 b7C

At this time and without objection from [redacted] Judge TJOFLAT issued the following order which was filed with the Clerk, United States District Court, Jacksonville, Florida, on November 1, 1971:

"ORDERED:

1. All Government agents and employees, including, specifically, Federal Bureau of Investigation agents and Federal Aviation Administration employees, are prohibited from making any statement to any non-federal government person regarding the events set out in and surrounding the criminal indictment in this case.

2. No party to this case or counsel or agent therefor shall reproduce any governmental documents and other material pertaining to this case, or disclose the contents thereof, except as authorized by Order of this Court.

3. No party to this case or counsel or agent therefor shall make or issue any public statement, written or oral, regarding the evidence in this case except as authorized by Order of this Court.

4. This order shall not be construed to impair the continued public nature of these proceedings nor to restrict the discovery rights of the defendant.

DONE and ORDERED at Jacksonville, Florida, this 1st day of November, 1971.

(Signed) GERALD BARD TJOFLAT
UNITED STATES DISTRICT JUDGE

JK 164-103

FAB-cam

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On November 9, 1971, [redacted] Jacksonville, Florida, and [redacted] Nashville, Tennessee, attorneys for [redacted] filed a Motion For Extension Of Time To File Motions to extend the time for filing motions, including the time for filing motions to dismiss the Indictment and motions for change of venue and transfer of this cause. The extension of time requested was from November 12, 1971, until November 30, 1971.

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The above motion is based on grounds that the complexities of this case require further investigation by attorneys for the defendant, the results of which investigation are material and necessary to a determination of the motions to be filed on behalf of said defendant.

On November 9, 1971, United States Magistrate JOSEPH W. HATCHETT ordered the time for the filing of motions in the case of [redacted] be extended to November 30, 1971.

JN 164-103

D. CRIME SCENE AREA

FEDERAL BUREAU OF INVESTIGATION

Date October 15, 1971

The following is an inventory of the contents of a black attache case of GEORGE M. GIFFE, JR., as compiled by Special Agent

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Passport Number A 1392622, SUSAN G. GIFFE, issued 6-29-70, expires 6-28-75;

Vaccination certificate;

Passport Number A 1032652, GEORGE M. GIFFE, JR., issued 6-17-70, expires 6-16-75;

Vaccination certificate;

Bureau of Customs Certificate of Registration Number 61670 to GEORGE M. GIFFE, JR.; for following weapon:

- 1 .32 Walther gun, Serial Number 220487, Model PPK Cal. 765 mm.;
- 1 1854 \$5.00 gold piece;
- 1 engineer compass
- 1 box of 50 - 9 mm. Luger ammunition;
- 1 Walther PPK 7.65 mm. gun magazine clip containing five live rounds of ammunition;
- 1 Minox camera;
- 1 Walther PPK 7.65 mm. gun magazine clip containing six live rounds of ammunition;
- 1 film magazine for Minox camera;
- 1 roll of nickels;
- 1 gold watch bearing initial "S".
- 1 pair of black socks;

On 10-14-71 at Jacksonville, Florida File # JK 164-103 - 59

SA

-kgn

10-14-71

by _____ Date dictated _____

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JK 164-103

1 green necklace;

1 gold link woman's bracelet;

1 pair of Chief of Police handcuffs bearing initials
W.R.F. and carrying case;

Proposed Resort Hotel and Gaming Casino, Gaudeloupe,
French West Indies. Published by Welty and Woods,
Inc., 36 Executive Park Drive, N.E., Atlanta, Georgia;

Check book from Commerce Union Bank, Nashville, Tennessee,
for Continental Research Consultants, Bavaria Apartments,
Suite J-11, 4501 Packard Drive, Nashville, Tennessee,
phone 834-0699, bank account number 759 667 7;

Checks 101 through 227 missing;

Folder of Butterfield & Son, Ltd., the Bank of Burmuda,
containing a 1969 Annual Report and two letters from
Butterfield employees, containing the following 5 items:

1 letter of credit format;

1 Continental Investment Company Letter of Credit
Procedure and Function;

1 Continental Investment Company instructions (2 pages);

1 legal pad of paper one half used;

1 legal pad of paper, partially used, containing notes
re Sand Plant & Dredge on top sheet of paper;

1 folder containing legal size pad of paper; legal
agreement by GEORGE MALLORY GIFFE, JR., and [redacted]
[redacted] copy of letter to [redacted] from
National Council of Negro Women, Inc.; copy of letter
from Neighborhood House recommending [redacted]
copy of letter from Two Guys Department Stores
verifying employment of [redacted]
copy of resume of [redacted]

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Stock Certificate No. 17 for 15,000 shares - owner -
GEORGE MALLORY GIFFE, JR., dated 4-15-70, signed
GEORGE M. GIFFE, JR., President - Common Stock of Al
Hirt Mardi Gras International, Inc.;

JK 164-103

Stock Certificate No. 18 for 480,500 shares - owner -
GEORGE MALLORY GIFFE, JR., President, GEORGE M. GIFFE, JR.
Common Stock of Al Hirt Mardi Gras International, Inc.,
dated April 15, 1970;

1 book - "Design and Control of Concrete Mixture,"
published by Portland Cement Association, 33 West
Grand Avenue, Chicago, Illinois;

Unaudited Financial Statement for Shelter Consortium,
Inc., July 31, 1971;

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Folder - new communities project prepared for [REDACTED]
containing "Outline of New Communities Assistance
Programs."

Excerpts from Urban Growth and New Community Development
Act of 1970;

Department of Transportation outline;

Copy of resume of [REDACTED]

Letter to [REDACTED] from GIFFE, [REDACTED]

5 copies of above letter to [REDACTED]

Blueprint of proposed sand plant for Cade Co., Nashville,
Tennessee, drawn by [REDACTED] on July 28, 1971;

1 copy of "Cleveland Press" newspaper dated April 22,
1971, feature article on [REDACTED] family of Cleveland,
Tennessee;

1 slide rule, Aristo Scholar;

1 copy of book "Studies of Tourism in Guadeloupe" and
inside book were three color photos of scenery, one
bridal photo of SUSAN GIFFE, one blueprint diagram of
proposed bar and restaurant, one blueprint of zoning
plans;

1 Xerox copy of Consolidated Gold & Pyrite Corp., #21,
50,000 shares, owner [REDACTED] dated January 28,
1966, signed by [REDACTED] President;

1 Xerox copy of Consolidated Gold & Pyrite Corp., #13, 50,000 shares, owner [redacted] dated January 28, 1966, signed by [redacted] President;

Copy of letter to [redacted] dated June 15, 1971, from [redacted]

Copy of letter to [redacted] from [redacted] and attached copies of letters;

Note from Commerce Union Bank for \$10,000 signed by [redacted]

Note from Commerce Union Bank for \$30,000 signed by [redacted]

1 copy of agreement entered into by GEORGE MALLORY GIFFE, JR., and [redacted] concerning auto accident suit by GIFFE;

1 aerial photo in Guadeloupe;

Page 13 of Department of Transportation booklet;

Notes of organization data re Cade, Inc., handwritten;

Rough sketch of Cade, Inc., shield;

2 copies of agreement entered into by GEORGE MALLORY GIFFE, JR., and [redacted] re auto accident suit;

1 brochure for Thurman portable truck scales;

Handwritten notes re finances of proposed company;

1 legal pad, 2/3 used;

1 brass wax stamp;

3 match books (Marriot Hotels);

1 American Express Money Order receipt #02-853,708,004;

1 legal pad containing notes (illegible);

Brochure of Trojan construction equipment;

JK 164-103

1 copy of letter to GEORGE GIFFE from Fred W. Brown & Associates dated August 13, 1970;

1 copy of letter to [] from [] Attorney, re claims for auto accident of GIFFE;

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1 sheet of paper bearing handwritten notes re needs of company;

Blank envelope with return address of Continental Research Consultants, Bavaria Apartments, Suite J-11, 4501 Packard Drive, Nashville, Tennessee, 37211;

1 blank note of First American National Bank of Nashville;

90-day note for \$30,000 dated August, 1971, at First American National Bank of Nashville, signed by []

90-day note dated August, 1971, for \$30,000 on Commerce Union Bank signed by []

Note for \$10,000 dated 8-12-71 on First American National Bank of Nashville signed by []

American Express Money Order receipt #02-853,290,316 for \$35.00;

Pine Crest Motor Lodge card, Canton, Georgia - on back handwritten [] Nashville;"

Receipt August 7, 1971, for \$1.84;

Holiday Inn receipt for September 21, Capitol Hill;

Regency Hyatt House receipt for September 26, 1971;

Receipt from Corensweth Liquor Store, August 20, 1971, for \$10.71;

Receipt for \$6.83 not further identifiable;

Restaurant guest check for \$13.47 dated August 28, 1971, not further identifiable;

Automobile insurance policy No. 009979822 101 1 from the Travelers Indemnity Co. for GEORGE M. GIFFE, JR., c/o Globel-v-Realty Co. for 1970 Mercury;

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Copy of letter dated September 9, 1970, to [redacted]
[redacted] M.D., containing resume of injuries
suffered by GEORGE M. GIFFE, JR., sustained in
auto accident July 16, 1970;

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Copy of proposed charter of La Bri, Inc.;

Copy of assignment to transfer 100,000 shares of
Consolidated Gold and Pyrite Corp. to Cade, Inc.,
not executed.

Copy of assignment not executed for purchase of
shares of Cade, Inc.;

Check #218 payable to [redacted]
[redacted] for \$500.00 signed by GEORGE M. GIFFE, JR.,
for incorporation of La Bri Lounges, Inc.;

Deposit slip for account No. 759-667-7, Commerce
Union Bank, for \$75.00 deposit;

3 pieces of paper with unknown notes thereon;

Letter to GEORGE from [redacted] letterhead of Butterfield &
Son, Ltd.;

Piece of red paper;

Notes handwritten showing organization of Detroit
Trust Company;

Homeowner copy of real estate sale;

6 blank contracts for sale of real estate;

11 pages of handwritten notes of undetermined meaning;

Real estate contract dated July 6, 1971, seller
[redacted] buyer [redacted]

1 copy of Memorandum of Agreement unexecuted;

Marriott Hotel paper with name [redacted]
written thereon;

Motel receipt for \$22.66, September 25, 1971, not
further identified;

JK 164-103

Deposit slip copy for Account No. 759 6677,
Commerce Union Bank, for \$100.00;

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Accident report for GEORGE M. GIFFE, JR.,
dated 7-16-70;

Copy of letter from [redacted] MD, to [redacted]
[redacted] injuries of GEORGE M. GIFFE, JR.;

4 page unsigned letter to [redacted] re
Cade, Inc.;

3 copies of agreement re purchase of shares of
Cade, Inc.;

1 copy of proposed charter of La Bri, Inc.;

American Express money order receipt No. 02-852,506,452
for \$103.00;

King of the Road receipt dated September 20, 1971,
for \$2.05;

Receipt for \$7.00, not identified;

Claim check #2090 from Consumer Sales and Leasing,
3711 Nolensville Road, Nashville, Tennessee;

Small paper with notes;

How to use Puts and Calls sheet;

Hand drawn map of property;

Geology survey map drawn by B. M. Hall and Son,
Atlanta, Georgia;

1 Xerox copy of Consolidated Gold & Pyrite Corp.,
#32, 100,000 shares, owner [redacted]
dated January 1, 1971, signed by [redacted]
President.

FEDERAL BUREAU OF INVESTIGATION

Date OCTOBER 26, 19711

[redacted] P.E., Aviation Facilities Engineer, Jacksonville Port Authority, 2701 Tallyrand Avenue, Jacksonville, Florida, made available Sheet 3, Terminal Layout Area, Jacksonville International Airport, Jacksonville, Florida, File 5992-19, as prepared by Reynolds, Smith and Hills, Architects and Engineers, on July 1, 1969.

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[redacted] stated that the above drawing is accurate as of October 4, 1971.

The above drawing has been placed in the Exhibit Section of this file.

On 10/22/71 at Jacksonville, Florida File # JK 164-103
by SA [redacted] -pas Date dictated 10/22/71

JM 164-103

5. TRANSCRIPTION OF FBI TAPES

FEDERAL BUREAU OF INVESTIGATION

1Date October 20, 1971

	made available

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The [redacted]
and is available for production in a court of law upon issuance
of a subpoena duces tecum directed to [redacted]
[redacted] or his designated representative.

On 10/8/71 at Hampton, Georgia File # Atlanta 164-241

by SA [redacted] ^{b6}_{b7C} Date dictated 10/14/71

FEDERAL BUREAU OF INVESTIGATION

Date October 18, 1971

[redacted] (home telephone number [redacted]) was interviewed at his home. He advised that he has been employed by the Federal Aviation Administration (FAA) since 1957 and is currently assigned to the Control Tower at Jacksonville International Airport, Jacksonville, Florida. He stated his job is described as an Air Traffic Control Specialist and he was on duty in the Control Tower at Jacksonville International Airport on the twelve midnight to eight o'clock A.M. shift on Monday, October 4, 1971.

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[redacted] stated that he was on duty alone in the Control Tower and that at 0757 Greenwich he was advised by the Air Traffic Control Center in Hilliard, Florida, that they had received information from the Atlanta Traffic Control Center that a plane had been hijacked. This plane was overflying Atlanta and was estimated to arrive at Jacksonville at 0900 Greenwich.

[redacted] stated that the Atlanta Traffic Control Center had advised that [redacted]

[redacted] advised that he informed Watch Supervisor [redacted] of the hijacking.

[redacted] was then furnished a transcript of a re-recording prepared by the Jacksonville Tower pertaining to the hijacking of aircraft N9058N on October 4, 1971. This re-recording covers the recorded conversation between Jacksonville Tower and the pilot of N9058N. The period of time covered in the re-recording is from 0847 Greenwich to 0933 Greenwich on October 4, 1971. [redacted] advised after reading the transcript that to the best of his recollection the statements after the designation "unknown" on page 1 and page 2 and after the designation "Tower" on pages 5, 6, 7 and 8 were his.

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He noted that after review of the above-described transcript that it is substantially correct to the best of his recollection but there are some places in the transcript which are not in complete accord with his recollection of the conversation. [redacted] noted that on pages 1 and 2, the statements after "unknown" were made by him in conversation with [redacted]. [redacted] stated that in this conversation he was attempting to determine if a plane which appeared on his

On 10-15-71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :kqn Date dictated 10-18-71

JK 164-103

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radar scope was the hijacked plane and if another plane which also appeared on the radar scope may have been scrambled to monitor the hijacked plane.

[] advised that he was monitoring the conversation between N9058N and radar and that as shown on page 5 of the transcript he assumed direct communication with N9058N immediately before N9058N landed. [] stated that after N9058N had landed he directed it to taxi to the area of the AirKaman facility where N9058N could refuel and unload. He advised the plane was facing north after it stopped at AirKaman.

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[] stated that before he assumed direct communication with N9058N [] of the FBI arrived in the Tower while N9058N was still 18 vector miles from the end of the runway.

[] stated that while he was in the tower and with the aid of binoculars he saw a person which turned out to be the co-pilot of N9058N depart the plane. He also stated that after the co-pilot departed he saw a vehicle drive near the plane. The driver of this vehicle was determined later to be [] who was heading towards the Control Tower. [] also stated that later he saw another person lying on the ground near the plane and this individual did not appear to be moving. Also during his observation of the plane [] stated that an FBI vehicle was parked in a position east southeast of N9058N. [] stated that sometime after seeing the person lying on the ground, he saw a couple puffs of smoke come from around the plane. [] stated that sometime after [] had taken the microphone to assume direct conversation with N9058N, [] arrived in the Control Tower and [] started talking with the Federal Aviation Administration Headquarters in Washington, D.C., on the telephone.

[] advised that on page 12 of the transcript opposite the designation 9:24.55 there is the following statement, "...during which the Tower Operator at one time states that when he flew for an airline he used to carry a gun with him." [] advised that this is not a complete transcription of what he said and that he was referring to a

JK 164-103

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time when he was working for an airline company in South America previous to his employment by the Federal Aviation Administration.

stated he could furnish no additional information in addition to that set out in the transcription which he read.

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FEDERAL BUREAU OF INVESTIGATION

Date 10/18/71

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On the morning of October 18, 1971, I received information advising that a newspaper article appearing in "The Washington Post" at Washington, D. C., stated, "Shortly after the shooting, sources say, someone in the Control Tower cracked; 'You can't win 'em all'."

The article continued, "The 'You can't win 'em all' remark according to sources, who asked not to be named, is part of background conversation audible on the FAA's tape recording although not included in the transcript obtained by the Post."

On this date SA [] and I proceeded to the Control Tower, Federal Aviation Administration (FAA), Jacksonville International Airport, where we met with [] Assistant Chief, Traffic Control Center, and I asked [] if he had any knowledge as to the above statement. [] stated that he, as one of the custodians of the original FAA tape, never heard the above alleged statement made at any time during his numerous re-playing of this tape.

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He further stated that during the time that he was in the Control Tower on the morning of October 4, 1971, he never heard such a statement made by any of the personnel who were present.

At this time [] played back the original rerecording of the taped conversations in the Control Tower in the presence of myself, [] and SA []. A thorough review of the contents of this playback did not reveal any such statement as "You can't win 'em all'."

[] advised that on October 13, 1971 [] Attorney for Big Brother's Aircraft, Nashville, Tennessee, accompanied by a [] co-pilot of the ill-fated aircraft, and a [] who is the chief pilot for Big Brother's Aircraft, were in the office of [] at which time [] was also present. He said that the original rerecording of the FAA tape was played back

On 10/18/71 at Jacksonville, Florida File # JK 164-103

by SA [] :nme Date dictated 10/18/71

JK 164-103

2

for [] at which time [] made a rerecording for his use using an "open microphone" on his tape machine. At the conclusion of [] recording he commented that it was of poor quality and asked who had the squeaking chair, apparently referencing [] chair in the office at that time. He further pointed out that during [] recording of the tape [] received several telephone calls from the outside and it was very possible that any statements made by [] or anyone else in the room at the time of the recording could have been recorded by []

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A review of the Federal Aviation Administration Visitors Log at the Control Tower for the day of October 13, 1971, reflected that [] and a miscellaneous crew from the National Broadcasting Company (NBC), [] "Nashville Tennessean," and [] of the Florida Publishing Company had been logged in. [] said that none of these individuals were present inside [] office while [] was making his recording although it was possible they could have heard brief excerpts through the closed doors.

FEDERAL BUREAU OF INVESTIGATION

Date 11-1-71b6
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[redacted] residence [redacted]
[redacted] telephone number [redacted] Team
Supervisor, Federal Aviation Administration, Hilliard, Florida,
was interviewed at his place of employment.

[redacted] informed that he became aware of the
hi-jacking approximately one hour before the plane landed in
Jacksonville. He stated the Watch Supervisor from Atlanta
Federal Aviation Administration called him by telephone and
stated there was a private plane from Nashville that had been
hi-jacked by two men who forced a woman on a plane in Nashville.
He continued that the pilot was forced to take off without a
departure clearance from Nashville Tower, but thereafter the
pilot talked to the Nashville Tower and obtained clearance to
fly to Jacksonville as his destination. [redacted]
stated that he discussed the matter with Atlanta and he
assumed that the hi-jacker would eventually want to go to
Havana. [redacted] added that he alerted the Miami Center that
the plane had been hi-jacked from Nashville and might
possibly continue on to Havana from Jacksonville.

[redacted] stated that the pilot flew by Atlanta past
Macon, Georgia, and approximately 40 miles south of Macon,
jurisdiction of the Jacksonville Federal Aviation Administration
Center starts. Atlanta pointed the plane out on radar to
Hilliard and Hilliard Federal Aviation Administration assumed
control. He pointed out that [redacted] was working the
radio position when control was taken.

[redacted] stated that he walked down from his position
and observed the hand down of the radar control from Atlanta
to Hilliard. Approximately five minutes after Hilliard
assumed control, the pilot or co-pilot radioed that he had
a request. The pilot or communicator stated that upon landing
in Jacksonville, he would like fuel, charts and approach
plates for Freeport, Bahamas, airport. He also requested
flotation gear for eight people, as [redacted] interpreted it,
and the pilot stated, "We want no one near the airplane,"
and believes the pilot first said 200 yards and in later
discussion changed it to 100 yards. The pilot stated that this
was very important and the only exception was the gas attendant.

On 10-28-71 at Hilliard, Florida File # JK 164-103

by SA [redacted] :kgn Date dictated 10-29-71

JK 164-103

2

Subsequently the pilot stated he had another request and stated that either he or they wanted two bottles of Chevis Regal Scotch. He believes that the pilot again repeated that it was very important that no one approached the plane except the gas attendant. [redacted] stated that he instructed [redacted] to tell the pilot that everything would be ready.

b6
b7C

[redacted] stated that during this time [redacted] the night supervisor, had called Jacksonville Air Traffic Control Center, Jacksonville Airport, and either [redacted] gave [redacted] the supervisor at Jacksonville, the list of the pilot's requests.

[redacted] stated that when the plane was approximately 40 miles from the Jacksonville Airport, the Jacksonville Air Traffic Control Center took over the aircraft.

[redacted] was of the opinion that the voice on the radio from the plane was the same at all times and for some unknown reason he feels the voice was that of the co-pilot. He stated the voice was very calm but had a note of seriousness when he stated that no one should come near the plane.

b7E

[redacted] additionally advised that just after Hilliard took over control of the aircraft he talked to an unknown official of the Federal Aviation Administration in Washington, who in turn had an FBI Agent in Washington on the phone. This Agent suggested to [redacted] that if the weather became a factor in landing the plane at Jacksonville, that the plane would best be routed to another large airport where FBI Agents would be available.

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FEDERAL BUREAU OF INVESTIGATION

Date 11-1-71

1

[redacted] Air Traffic Control, Federal Aviation Administration, Hilliard, Florida, residence [redacted] telephone number [redacted] was interviewed at his residence.

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[redacted] stated that he reported for work approximately 11:45 P.M., October 3, 1971, at the Air Traffic Control Center, Hilliard, Florida. During the early morning of October 4, 1971, the Atlanta Air Control Center handed control of a private aircraft to [redacted] and Atlanta advised that this plane had been hi-jacked. The identity of the Atlanta Air Control employee was unknown to [redacted]

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[redacted] The communicator asked about flotation gear and wanted this gear provided for the plane upon landing at Jacksonville. Atlanta had previously advised that the plane wanted to land at Jacksonville.

[redacted] stated that the communicator emphasized more than once that he did not want any interference and wanted no one closer to the plane than 300 yards, other than the person who would fuel the plane. The communicator also wanted an auxiliary power unit to start his plane again. The communicator also requested that a bottle of Chevis 12 Scotch whiskey be furnished. [redacted] stated that the communicator did not mention the police or the FBI, but did state that he wanted no interference and this was a dangerous situation. [redacted] stated that he told the pilot or communicator that he could expect all these things to be provided to him. He added that the standard procedure is to acknowledge request from a hi-jacked plane and advise the plane that his request would be relayed to the appropriate authorities. He stated that in this case his crew chief, [redacted] instructed him to tell the pilot that all his requests would be complied with. He stated that [redacted] had been on the telephone talking to the FBI in Washington and that he, [redacted] assumed that the FBI had given [redacted] the above instructions. He later discussed this with [redacted] at which time he learned that [redacted] apparently took it upon himself to give the instructions that everything would be provided to the pilot that he requested.

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b7C

On 10-28-71 at Hilliard, Florida File # JK 164-103

by SA [redacted] :kgn Date dictated 10-29-71

JK 164-103

2

[] stated that the pilot never did state the number of people on the plane, but Atlanta Control had previously told him the number on the plane. [] stated that he assumed the flotation equipment would be for eight people inasmuch as this plane is capable of carrying eight people, including the pilot and co-pilot. He stated that he relayed this information to [] who in turn relayed it by telephone to the Watch Supervisor, Approach Control Facility, Jacksonville International Airport.

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He also stated the pilot had requested the shortest route over water to the Bahamas, as well as the mileage, and that he preferred most of the flight over land, if possible, using the water as little as possible. This route was provided to him. The pilot also requested weather forecast for a trip to the Bahamas, but this was never given to him inasmuch as he was transferred to the Jacksonville controller.

[] believes that there were possibly two different voices from the airplane, possibly the pilot and the co-pilot. He also believed that he possibly heard the hijacker's voice in the background, but he is not sure he heard any woman's voice. He stated the pilot seemed calm in his radio transmissions but his voice did indicate the gravity of the situation at the time. He was of the opinion that the pilot's voice remained practically the same during his transmission.

[] estimated that he had voice contact with the plane approximately 25 or 30 minutes and feels that he, himself, was only an intermediary between the pilot and the agency that would comply with the pilot's request.

FEDERAL BUREAU OF INVESTIGATION

Date October 29, 1971

	made available
The	
and is	
available upon the issuance of a subpoena duces tecum	
to	

b6
b7C
b7DOn 10/29/71 at Hampton, Georgia File # Atlanta 164-241by SA ^{b6}_{b7C} Date dictated 10/29/71

FEDERAL BUREAU OF INVESTIGATION

Date November 3, 19711

[redacted] Air Traffic Control Specialist, Federal Aviation Administration, Jacksonville Traffic Control Tower, 2962 Ribault Circle, Jacksonville, Florida, was contacted at his residence and furnished the following:

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[redacted] stated that on the morning of October 4, 1971, he did not make the statement, "You can't win 'em all" while he was on duty at the Jacksonville International Airport Control Tower.

[redacted] further stated that at no time during the incident involving Hawk Commander N9058N did he hear any such statement made by either the FBI Agents or FAA personnel who were in the tower at that time. He said that he has reviewed the taped transmissions between the tower and the above aircraft and has never heard the statement, "You can't win 'em all."

On 11-3-71 at (telephonically) Jacksonville, Florida File # JK 164-103
by SA [redacted] :kgn Date dictated 11-3-71

NY 100-103

F. THE REPORT OF INVESTIGATION

FEDERAL BUREAU OF INVESTIGATION

Date October 19, 1971

On October 17, 1971, [redacted] Chief, Federal Aviation Administration (FAA), General Aviation District Office, and [redacted] Principal Maintenance Inspector, Federal Aviation Administration, General Aviation District Office, Craig Airport, Jacksonville, Florida, reviewed the contents of the Flight Book obtained from Hawk Commander aircraft, serial number 681-6008, Registration Number N9058N.

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This review was conducted in the presence of Special Agent [redacted]

Copies of the following documents appearing in the Flight Book were reproduced for [redacted] by Special Agent [redacted] and the originals remain in the Evidence Section of the Jacksonville Office of the Federal Bureau of Investigation:

Item Number One: Flight Plan, dated October 4, 1971, for aircraft 9058N

Item Number Two: Aircraft Weight and Moment Tables, dated June 24, 1969

Item Number Three: Form entitled "Sample Loadings"

Item Number Four: Optional Equipment List with dates June 24, 1969, and October 14, 1970.

on 10-17-71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] -cgc Date dictated 10-19-71

FEDERAL BUREAU OF INVESTIGATION

Date October 20, 19711

On October 20, 1971, [REDACTED]
Chief, General Aviation District Office, Craig
Airport, Jacksonville, Florida, made available a copy
of his report dated October 19, 1971, relating to
aircraft and flight information concerning Aero
Commander 681, N9058N.

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On 10/20/71 at Jacksonville, Florida File # JK 164-103

by SA [REDACTED] -SWC Date dictated 10/20/71

IT 162-103

G. INFORMATION CONCERNING HAYK GC WINDY
AIRCRAFT SERIAL NO 341 6008, REGISTRATION
IL 9003 N 9050 N

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/29/71

[redacted] National Climatic Center, Asheville, North Carolina, made available a certified true copy for surface weather observations for Jacksonville, Florida, for the day of October 4, 1971.

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[redacted] stated that if any person is needed to interpret the report [redacted] Meteorologist in Charge, Jacksonville, Florida, would be the proper person to contact relative to such interpretation.

Interviewed on 10/19/71 at Asheville, N.C. File # CE 164-98

by SA [redacted] Date dictated 10/25/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/18/711

[redacted] Chief of Maintenance, Airkaman, Jacksonville International Airport, advised that under normal conditions an aircraft such as Hawk Commander N9058N could restart its engines by means of the internal battery power aboard the aircraft. He further stated that it is the normal practice of pilots to utilize an auxiliary power unit (APU) when starting their aircraft in order to preserve battery power.

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He said that this type of aircraft frequently lands at airfields where auxiliary power equipment is not available and therefore the restart capability is essential.

On 10/18/71 at Jacksonville, Florida File # JK 164-103

by SAs [redacted] and FAP:nme Date dictated 10/18/71

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/29/71

[redacted] National Climatic Center, Federal Building, Asheville, North Carolina, made available a certified copy of surface weather observations for the areas of Orlando, Daytona Beach and West Palm Beach, Florida, for the day of October 4, 1971.

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On this occasion, [redacted] stated there is no surface weather data available from the Freeport and Bahama area at this time stating that it takes approximately 30 days for such information to arrive from that area at the National Climatic Center, Asheville, North Carolina. He stated that in his opinion this information would not be available from the Bahama area until approximately November 5, 1971.

Interviewed on 10/21/71 at Asheville, N.C. File # CE 164-98

by SA [redacted] Date dictated 10/25/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/1/71

[redacted] Aviation Quality Control Officer, National Oceanographic and Atmospheric Administration (NOAA), Computer Building, Room 301 B, University of Miami, Miami, Florida, was interviewed regarding the weather conditions at West Palm Beach, Florida, and Freeport, Bahamas, on October 4, 1971, at approximately 5:00 AM to 6:00 AM.

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He furnished certified copies of meteorological data on file at his office, which included the following:

1. Observations from Freeport, Bahamas, October 4, 1971, 7:00 AM to 8:00 AM, EDT (this being the earliest time available).
2. Observations from Weather Service Office, West Palm Beach, Florida, October 4, 1971, 5:00 AM to 6:00 AM, EDT.
3. Winds Aloft from Miami, Florida, October 4, 1971.
4. Miami radar summary, October 4, 1971, 4:40 AM, EDT.
5. Terminal forecast for Miami, October 4, 1971.
6. Area forecast for Miami, Florida, October 4, 1971.

Interviewed on 10/28/71 at Miami, Florida File # Miami 164-541

SAs [redacted] and RAN/ajv/jah
by [redacted] Date dictated 11/1/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription November 5, 19711

On November 3, 1971, [redacted] National Climatic Center, Federal Building, Asheville, North Carolina, stated that the information from the Waycross NOAA Facility was received at Asheville, North Carolina, on November 3, 1971. Accordingly, [redacted] made available certified copies of the Radio Sonde (Computer) chart for the Weather Bureau Meteorological Office, Waycross, Georgia, (Waycross-Ware County Airport) for the scheduled Greenwich Mean Time 1200 October 4, 1971.

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Interviewed on 11/3/71 at Asheville, N. C. File # CE 164-98

by SA [redacted] 1hh Date dictated 11/4/71

NY 100-100

7. INTERVIEWS WITH WITNESSES AT
JACKSONVILLE, FLORIDA

FEDERAL BUREAU OF INVESTIGATION

Date October 28, 1971b6
b7c1

[redacted]
[redacted] telephone [redacted] employed as a pilot for the Charter Oil Company, Jacksonville, Florida, furnished the following:

[redacted] stated that on the morning of October 4, 1971, while he was engaged in preparing his plane for a flight at the AirKaman terminal, Jacksonville International Airport, he observed the hijacked aircraft stop at the ramp area to the South of the terminal and turn around. He said that when the plane turned around the engines were still running.

[redacted] said that as he was continuing to prepare the aircraft he heard two shots, which were muffled, come from the direction of the aircraft. He immediately ran into the terminal building and remained there for about five to seven minutes at the most, and then returned to his aircraft. He said that shortly after he got back to his plane he heard another group of shots fired from the vicinity of the hijacked plane and these were much louder than the first group. He stated that he heard the engine make a much louder sound and then he heard it scream just before it stopped.

On 10-27-71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] -kgn Date dictated 10-27-71

FEDERAL BUREAU OF INVESTIGATION

Date October 28, 19711b6
b7C

[redacted]
[redacted] telephone
[redacted] employed as a pilot for the Charter Oil Company,
Jacksonville, Florida, furnished the following:

[redacted] stated that on the morning of October 4, 1971, while he was pre-flightting his aircraft in front of the AirKaman terminal, Jacksonville International Airport, he observed the hijacked aircraft, which he now knows to be a Hawk Commander, Registration Number N9058N, pull into the ramp at the South end of the terminal area. The aircraft made a one hundred eighty degree turn and then stopped with the engines running. He said that he continued to prepare his aircraft when he heard at least two muffled shots from the direction of the hijacked aircraft. He then left his aircraft and ran into the terminal building. He said that he remained in the building for a short period of time, approximately ten minutes, and then returned to his aircraft. He said that when he got back to his aircraft he again heard a number of shots from the vicinity of the parked hijacked aircraft and he went back into the terminal building.

[redacted] stated that when he was first interviewed by FBI Agents, he estimated that the time interval between the first shots which he heard and the second group was twenty-five minutes, but upon further consideration, he believes that the time was much less and he was originally referring to the time period from when the plane first arrived until the entire incident was over.

On 10-27-71 at Jacksonville, Florida File # JK 164-103
by SA [redacted] -kgn Date dictated 10-27-71

FEDERAL BUREAU OF INVESTIGATION

Date November 2, 19711

[redacted] tele-
phone number [redacted] was contacted at AirKaman, Jacksonville
International Airport, Jacksonville, Florida, and furnished
the following:

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[redacted] stated that during the morning of October 4,
1971, while he was on duty at the AirKaman Terminal, he was
standing outside the front of the terminal building with
[redacted]
was preflighting his aircraft at this time.

He said that while he was watching the hijacked
aircraft which was parked, with its engines running, on the
city ramp, he heard the first shots which he described as
sounding like a snub-nose, .22 caliber pistol, come from
the direction of the hijacked plane. At this time, all
of the pilots ran inside the terminal building and he was
standing by the display case in the terminal building.

Approximately five to seven minutes later, he
saw one of the pilots, either [redacted] go back
outside the front of the terminal building and then come
back in stating that additional shots were being fired.

[redacted] said that when he heard that additional
shots were being fired, he went to the terminal parking
lot to the rear of the terminal building. He said that he
heard the last two shots which were fired into the engine
of the hijacked aircraft and these were very loud and he
also heard the engine scream just before it stopped.

On 10/29/71 at Jacksonville, Florida File # JK 164-103
by SA [redacted] SA [redacted] FAB-jcb Date dictated 10/30/71

JN 162-103

1. FORE LABORATORY AND IDENTIFICATION
DIVISION EXAMINATION:

REPORT
of theFEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535b6
b7c

To: SAC, Jacksonville

Date: October 15, 1971

FBI File No.

Re: GEORGE MALLERY GIFFE, JR., (DECEASED)

Lab. No. PC-H2036 MT MU LK

[REDACTED]
MRS. GEORGE M. GIFFE, JR.; aka -
VICTIM (DECEASED)
CAA-HIJACKING; KIDNAPING

Specimens received personally delivered by SA [REDACTED] on 10/3/71

SPECIMENS FROM GEORGE M. GIFFE, JR.

- Q1 Bullet and metal fragment from skull
- Q2 Metal fragment from brain
- Q3 Tissue from head

SPECIMENS FROM SUSAN GIFFE

- Q4 Bullet from near left armpit
- Q5 Bullet from brain
- Q6 Bullet fragment from chest
- Q7 Bullet fragment from below left breast

- Q8-Q14 Seven cartridge cases from floor of aircraft
- Q15 Bullet from floor under rudder pedal
- Q16 Bullet resting on pilot's right thigh
- Q17 Bullet fragment from floor by left side seat
- Q18 Metal fragment from rear seat
- Q19 Clip from floor containing seven cartridges

- K1 .380 Auto (9mm Kurz) Walther automatic pistol,
Model PPK/S, Serial Number 151170S, with clip
- K2 9mm Browning automatic pistol, HP Model,
Serial Number 53784, with clip

Also Submitted: Fourteen cartridges from clip of K2

Result of examination:

The bullet from Q1, and Q4, Q5 and Q16 bullets,
and the Q8 through Q14 cartridge cases were all identified
as having been fired by the K1 pistol.

Human blood, too limited in amount for conclusive grouping, was identified on K1.

The small metal fragment in Q1 and the Q2 metal fragment do not bear sufficient microscopic characteristics to determine whether or not they are bullet fragments. However, they are similar in composition to each other and to the lead core of the bullet in Q1.

Flakes of unburned gunpowder were found on the Q3 tissue. These flakes did not form a definite pattern which precludes the possibility of making an accurate muzzle-to-head distance determination.

Specimens Q6, Q7 and Q17 are fragments from the jacket portion of jacketed bullets which are too mutilated to determine the caliber of bullets from which they originated. Further, they do not bear sufficient individual microscopic characteristics for identification purposes.

Specimen Q15 is a .38 caliber jacketed bullet which has been fired from a barrel rifled with six lands and grooves, right twist, such as the barrel of the K1 pistol. Due to extensive mutilation, the Q15 bullet does not bear sufficient individual microscopic marks for identification purposes. Specimen Q15 could not have been fired from K2.

The Q18 metal fragment does not bear sufficient microscopic characteristics to determine whether or not it is a bullet fragment. However, Q18 is similar in composition to the lead cores of the Q5 and Q15 bullets.

The Q19 clip and cartridges are like those used in weapons such as K1.

Although the K2 pistol has been fired since last cleaned, it is not possible to determine the length of time since it was last fired.

REPORT
of theFEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Jacksonville

Date: November 1, 1971

Re: GEORGE MALLERY GIFFE, JR., aka
(Deceased); [REDACTED]

FBI File No. 164-2042

Lab. No. PC-H2331 LK

b6
b7CMRS. GEORGE M. GIFFE, JR. - VICTIM (Deceased),
CAA - HIJACKING; INTIMIDATION OF CREW
MEMBERS, CARRYING A CONCEALED WEAPON;
KIDNAPING

Specimens received 10/22/71

K3 Bullet from right tire
K4-K5 Bullets from left tire

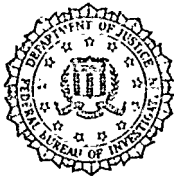
Result of examination:

The K3, K4 and K5 lead bullets were similar to each other in composition but significantly different in composition from the previously submitted small metal fragment in Q1, the Q2 metal fragment and the Q18 metal fragment.

FEDERAL

BUREAU OF INVESTIGATION

Washington, D. C. 20537



REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-103
FBI FILE NO. 164-2042
LATENT CASE NO. A-43356

November 5, 1971

TO: SAC, Jacksonville

GEORGE MALLORY GIFFE, JR., (DECEASED);

RE:

MRS. GEORGE M. GIFFE, JR., AKA - VICTIM (DECEASED)
CAA - HIJACKING; KIDNAPING

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b7C

Jacksonville letter 10-15-71 and Memphis airtel

REFERENCE: 10-19-71

EXAMINATION REQUESTED BY: Jacksonville and Memphis Divisions

SPECIMENS: Specimens submitted with Jacksonville letter:

One "Chavis Regal" bottle, Q20

Three metal cups

Forty plastic cups in three plastic bags

Three beer cans and beer can carrier

One beer can pull tab

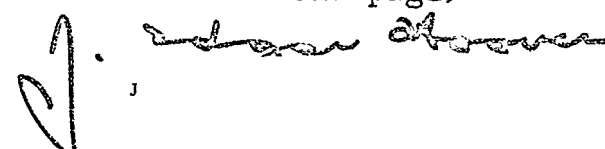
Specimens submitted with Memphis airtel:

Seven transparent lifts

This report confirms and supplements Buairtel
dated 10-26-71.

Two latent fingerprints of value developed on
bottle, Q20, and three latent fingerprints appear on
two of the lifts. No latent prints of value appear on

2 - Memphis (164-76) - Enc. (7) (Continued on next page)

166

THIS REPORT IS FURNISHED FOR OFFICIAL USE

SAC, Jacksonville

November 5, 1971

were developed on remaining items.

One latent fingerprint not identical with fingerprints of George Mallory Giffe, Jr., Susan L. Giffe or See attached pages for results of additional comparisons.

b6
b7C

Lifts being returned as enclosures with copies of this report to Memphis.

Laboratory report and disposition of all other specimens separate.

Jacksonville File No. 164-103
FBI File No. 164-2042
Latent Case No. A-43356

November 5, 1971

RE: GEORGE MALLORY GIFFE, JR. (DECEASED)

Two latent fingerprints of value developed on the "Chavis Regal" bottle, Q20, have been identified as fingerprints of Giffe.

Memphis File No. 164-76
FBI File No. 164-2042
Latent Case No. A-43356

November 5, 1971

RE: GEORGE MALLORY GIFFE, JR. (DECEASED)

One latent fingerprint of value appearing on
on a lift labeled "Left front door," and one latent
fingerprint appearing on a lift labeled "Left front
window (Inside)," have been identified as fingerprints
of Giffe.

REPORT
of theFEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Jacksonville

Date:

November 5, 1971

FBI File No.

164-2042

Re: GEORGE MALLERY GIFFE, JR. (deceased);

Lab. No.

PC-H2213 MK

b6
b7C

MRS. GEORGE M. GIFFE, JR., aka -
VICTIM (deceased)
CRIME ABOARD AIRCRAFT - HIJACKING;
KIDNAPING

Specimens received 10/18/71

Q20 "Chivas Regal" bottle

Also Submitted: Three metal cups
Twenty plastic cups in plastic bag
Twenty foam cups in two plastic bags
Three beer cans
Plastic beer can carrier
Beer can pull tab

Result of examination:

The liquid remaining in the Q20 bottle could not be definitely established as "Chivas Regal" Scotch, possibly due to the loss of volatile components in the Scotch by leaving the bottle uncapped for an extended period. The liquid contained seven percent ethyl alcohol when received in the Laboratory.

REPORT
OFFEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535b6
b7C

To: SAC, Jacksonville (164-103) Date: November 8, 1971
Re: GEORGE MALLORY GIFFE, JR., aka. FBI File No. 164-2042
(Deceased) [redacted] Lab. No. D-711101119 AX
SUSAN LAKICH GIFFE, aka - VICTIM (Deceased) D-711101141 AX
et al.; CAA - HIJACKING; INTIMIDATION OF D-711026097 AX
CREW MEMBERS; CARRYING A CONCEALED WEAPON;
KIDNAPING; FTCA

Specimens received from Memphis on 10/23/71

- Q29 Page one of handwritten letter to Susan beginning
"Please, please keep..."
- Q30 Page two of handwritten letter to Susan beginning
"he takes such good care..."
- Q31 Page three of handwritten letter to Susan beginning
"and anytime things..."
- Q32 Page four of handwritten letter to Susan beginning
"so much - to feel..."
- Q33 Page five of handwritten letter to Susan beginning
"that I have always..."
- Q34 Page six of handwritten letter to Susan beginning
"Susan, our life..."
- Q35 Page seven of handwritten letter to Susan beginning
"milk shakes that..."
- Q36 Page eight of handwritten letter to Susan beginning
"I had written..."
- Q37 Envelope bearing hand printed address [redacted]
[redacted] Attention:
[redacted]
- Q38 Handwritten letter to [redacted] beginning "When you read these
lines..."
- Q39 Envelope bearing hand printed address, [redacted]

(over)

171

b6
b7C

- Q40 Page one of handwritten letter to [] beginning
"It goes without..."
- Q41 Page two of handwritten letter to [] beginning
[] please realize..."
- Q42 Page three of handwritten letter to [] beginning
"it was mine to handle..."
- Q43 Envelope bearing hand printed address, "Lt. Col.
George M. Giffe, Jr., 324-Gaywood Drive, Nashville,
Tenn. 37211"
- Q44 Handwritten letter to Dad beginning "I love you with all..."
- Q45 Note to [] beginning "Phone [] at [] .."

Specimens received from Jacksonville on 10/30/71

- Q46 Three page handwritten "Will Declaration" of
GEORGE MELLORY GIFFE, JR.
- Q47 Handwritten, nine page essay beginning "All my life..."
- K6 Envelope and letter, dated Apr 15, 1965, from
SUSAN LAKICH to []

Specimens received from Memphis on 11/1/71

- K7 Known handwriting of GEORGE M. GIFFE, JR. consisting of:
- (1) One-page handwritten message, "Love and fear," on
red paper
 - (2) Fourteen-page handwritten message entitled, "General
Biology Lecture #1," on yellow, lined legal-size paper
 - (3) Three-page handwritten message with notations, "Page 2,"
"Page 3," "Page 4" on white unlined legal-size paper
 - (4) Three-page handwritten message entitled, "101 General
Biology Lecture," on yellow lined legal-size paper

Result of examination:

It was determined that GEORGE M. GIFFE, JR., K7, wrote Q29 through Q46 excluding the Q38, Q42 and Q46 signatures since no known signatures of GIFFE are available for comparison.

It was determined that Q47 was not written by GIFFE, K7, or by the writer of K6.

The submitted specimens were not identified in the Anonymous Letter File.

The submitted specimens were photographed. Q46, Q47 and K6 are returned herewith to Jacksonville. K7 and Q29 through Q45 are being forwarded with copies of this report to Memphis.

JN 164-103

J. REPORT OF HOMICIDE, OFFICE OF THE
SHERIFF, JACKSONVILLE, FLORIDA

FEDERAL BUREAU OF INVESTIGATION

Date November 2, 19711

[redacted] Identification Division,
Office of the Sheriff, Jacksonville, Florida, made available
the attached Crime Against Person Continuation Report, which
is file under CCR Number 206122-71.

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b7C

On 10/29/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] -jcb Date dictated 10/30/71

CRIME AGAINST PERSON POLICE DEPARTMENT CONTINUATION REPORT JACKSONVILLE, FLA.		1. VICTIM'S NAME (LAST, FIRST, MIDDLE) DOWNS, BRENT QUINTON		2. CCR NO. 206122-71	
3. DAY/DATE/TIME OCCURRED Mon. 10-4-71 5:30 am		4. VICTIM'S ADDRESS Nashville, 620 Paces Ferry Road, Tennessee		5. PHONE -	
6. DAY/DATE/TIME REPORTED Mon. 10-4-71 5:40 am		7. VICTIM'S SEX-DESCENT-AGE Male White 29		8. LOCATION OF OFFENSE (ADDRESS) Pecan Park Road - Jax International Airport	
9. DAY/DATE/TIME REC'D. 10-4-71 6:10am		10. TIME ARRIVAL 6:50 am		11. OFFENSE MURDER	
12. CLASSIFICATION Homicide - Suicide		13. WAS DECEASED ARMED No		14. DESCRIPTION OF WEAPON N/A	
15. NATURE OF WOUND Gunshot in back and leg		16. WHERE WAS WEAPON FOUND N/A		17. BY WHOM N/A	
18. DISPOSITION OF WEAPON N/A		19. PHOTOGRAPHS MADE BY See narrative		20. EVIDENCE OF FINGERPRINTS, BLOOD STAINS, ETC., PROCESSED BY See narrative	
21. WHERE WAS VICTIM TAKEN Morgue via Duval Medical Center		BY Key McCabe Ambulance		22. CLOTHING WORN BY VICTIM AND DISPOSITION See narrative	
23. PROPERTY FOUND ON BODY AND DISPOSITION See narrative		24. PLACE OF DEATH Duval Medical Center		25. DAY/DATE/TIME Monday, 10-4-71 8:30 am	
26. PHYSICIAN [Redacted]		27. MEDICAL EXAMINER Dr. Carl Wells		b6 b7C	
28. CORONER Dr. Carl Wells		29. UNDERTAKER Key McCabe		30. NAMES, ADDRESSES, PHONE NO. OF VICTIM'S NEAREST RELATIVES	
31. NAME, ADDRESS, OF ACCUSED CHARGED WITH CRIME See narrative		32. ARRESTED BY See narrative		33. PLACE OF ARREST See narrative	
34. DAY/DATE/TIME 10-4-71 5:35 am		35. DID ACCUSED FLEE SCENE YES NO x		36. WAS ACCUSED ARMED x YES NO	
37. DESCRIPTION OF WEAPON See narrative		38. DISPOSITION OF WEAPON See narrative		39. NAMES, ADDRESSES, PHONE NO., OF RELATIVES OF ACCUSED (wife) area code [Redacted]	
40. CHARGES AGAINST ACCUSED MURDER		41. INVESTIGATING OFFICERS AND SERIAL NUMBERS See narrative			
42. NAMES, ADDRESSES, PHONE NO. OF WITNESSES. IF EYE WITNESS, PLACE (EV) BEFORE NAME. [Redacted]					

FILE COPY

CRIME AGAINST PERSON POLICE DEPARTMENT CONTINUATION REPORT JACKSONVILLE, FLA.		1. VICTIM'S NAME (LAST, FIRST, MIDDLE) GIFFE, Susan Lakick		2. CCR NO. 206122-71
3. DAY/DATE/TIME OCCURRED Monday, 10-4-71 5:30 am		4. VICTIM'S ADDRESS 4122 Moss Rose Drive		5. PHONE -
6. DAY/DATE/TIME REPORTED Monday, 10-4-71 5:40 am		7. VICTIM'S SEX-DESCENT-AGE White Female 25	8. LOCATION OF OFFENSE (ADDRESS) Jax International Airport	
9. DAY/DATE/TIME REC'D. 10-4-71 6:10am	10. TIME ARRIVAL 6:50 am	11. OFFENSE MURDER		12. CLASSIFICATION Homicide - Suicide
13. WAS DECEASED ARMED No	14. DESCRIPTION OF WEAPON N/A		15. NATURE OF WOUND Gunshot	
16. WHERE WAS WEAPON FOUND N/A		17. BY WHOM N/A		
18. DISPOSITION OF WEAPON N/A		19. PHOTOGRAPHS MADE BY See narrative		
20. EVIDENCE OF FINGERPRINTS, BLOOD STAINS, ETC., PROCESSED BY See narrative				
21. WHERE WAS VICTIM TAKEN Morgue via Duval Medical Center		BY Key McCabe Ambulance		
22. CLOTHING WORN BY VICTIM AND DISPOSITION See narrative				
23. PROPERTY FOUND ON BODY AND DISPOSITION See narrative				
24. PLACE OF DEATH Duval Medical Center			25. DAY/DATE/TIME Monday, 10-4-71, 8:30 am	
26. PHYSICIAN [Redacted]		27. MEDICAL EXAMINER Dr. Carl Wells		
28. CORONER Dr. Carl Wells		29. UNDERTAKER Key McCabe		
30. NAMES, ADDRESSES, PHONE NO. OF VICTIM'S NEAREST RELATIVES [Redacted]				
31. NAME, ADDRESS, OF ACCUSED CHARGED WITH CRIME See narrative				
32. ARRESTED BY See narrative			33. PLACE OF ARREST See narrative	
34. DAY/DATE/TIME 10-4-71 5:35 am		35. DID ACCUSED FLEE SCENE YES NO <input checked="" type="checkbox"/>		
36. WAS ACCUSED ARMED <input checked="" type="checkbox"/> YES NO	37. DESCRIPTION OF WEAPON See narrative		38. DISPOSITION OF WEAPON See narrative	
39. NAMES, ADDRESSES, PHONE NO., OF RELATIVES OF ACCUSED area code [Redacted]				
40. CHARGES AGAINST ACCUSED MURDER				
41. INVESTIGATING OFFICERS AND SERIAL NUMBERS See narrative				
42. NAMES, ADDRESSES, PHONE NO. OF WITNESSES. IF EYE WITNESS, PLACE (EW) BEFORE NAME [Redacted]				

Vict #2 GIFFE, SUSAN LAKICK

SUSPECT #1. (DECEASED)

GEORGE MALLORY GIFFE JR.
4501 Packard Drive
Nashville, Tennesseeb6
b7C

SUSPECT #2.

This is the investigation of a double murder and suicide.

SYNOPSIS

4 October, 1971

1:20 am - In Nashville, Tennessee, George Mallory Giffe Jr., his wife, Susan and [] arrived at Big Brothers Aircraft Incorporated at Metro Airport on Lynnwood Drive, to board a plane which George Giffe had chartered earlier. When they arrived at the airport, Susan was screaming and struggling trying to get out of the car. [] held her in the car while George went to look for the pilots. George located Brent Quinton Downs, the pilot and [] the co-pilot. George advised them that they were ready to go. The pilots heard and saw Susan and they inquired as to what was wrong. George flashed a badge of some sort and stated he was with the CIA and he was taking his wife to Atlanta, to a mental hospital. (The plane had been chartered for a flight for two passengers to Atlanta, Georgia and one passenger returning.) The co-pilot told George Giffe that they could not take Susan aboard in that condition. George Giffe then stated that he was a doctor and he would give her a sedative when they got aboard. The co-pilot turned to the pilot and stated "We better call the police." Giffe, hearing this, pulled a pistol and made the two pilots get aboard the plane. Then Giffe and [] forcibly put Mrs. Giffe aboard.

[] a line boy at the airport saw what was happening and called the police.

Giffe forced the pilots to taxi out onto the runway without a clearance. While waiting for a clearance to take off, a uniform patrol car drove along side the plane with it's blue lights on. When Giffe saw the police car, he forced the pilots to take off without a clearance.

Once in the air, Mrs. Giffe settled down. Giffe changed his mind about going to Atlanta and ordered them to fly to Jacksonville, with the intention of refueling and continuing on to Freeport, Bahamas. 178

Victim #2... GIFFE, SUSAN LAKIC

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While the plane was in the air, the local F.B.I. was notified and they were waiting at the airport when the plane landed. The plane landed and taxied to the runway area near the Airkarmen Hangers, where the pilot requested fuel and sea equipment. Upon this request, the F.B.I., already on the scene with an agent in the airport control tower, refused fuel and sea equipment. After being refused the request, co-pilot [redacted] left the aircraft and approached an F.B.I. car, which had moved in near the rear of the plane. [redacted] was taken into custody until he convinced the agent that he was the co-pilot, then advised the agent of what the conditions were on the plane.

Moments after [redacted] was in the safety of the F.B.I., the aircraft was notified that the co-pilot would not return to the plane and there still would not be any fuel. Moments after this notification there were shots heard inside the aircraft and the F.B.I. moved in and blocked the aircraft with a car. As one agent approached the plane, two shots were fired through the windshield of the plane at the agent. The agents then shot the right engine, which was still running, to stop it and shot both tires.

Sometime during all this, [redacted] departed from the plane and was apprehended near the rear of the plane. The agents recovered the automatic pistol from [redacted]

The F.B.I. then approached the plane and upon entry, they discovered the pilot slumped over, shot to death. Mrs. Susan Giffe was lying in the back seat, shot to death and George Giffe lying in the back seat shot. George Giffe was unconscious, but still alive. He was removed to Duval Medical Center via a Rescue Unit where he was dead on arrival at 6:30 a.m.

BEGINNING OF INVESTIGATION

4 October, 1971

6:10 am - Notified to investigate a hijacking with two persons dead and possibly a third person dead, at the International Airport.

Arrived: 6:50 am

Weather: Clear and Cool (approximately 68 degrees), breaking daylight

Present at Scene: A number of F.B.I. agents
Airport Security Police
Jacksonville Uniform Police
Several unidentified airport officials
Homicide Investigator [redacted]

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Victim: GIFFE, SUSAN LAKICK

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Upon arrival at the scene, the writer observed a twin engine Hawk Commander #N9058N, color- white and yellow gold, with two flat tires, parked on a runway to the southwest of Airkarman Hangers. The plane was headed north.

The writer was advised by F.B.I. Agent [] of the incident and that the pilot and a white female was inside the aircraft, dead, one of the suspects was dead on arrival at a local hospital, the co-pilot was with other agents at another location of the airport and a number two suspect was in F.B.I. custody, some place away from the scene.

Upon Captain [] arrival at the aircraft, it was declared that the F.B.I. had full jurisdiction. Upon the request of the F.B.I. Homicide Investigators, [] and the writer assisted the F.B.I., with the death investigations.

At this request, the writer inquired as to photographs and was advised that the Jacksonville Uniform Evidence Technician had already photographed the scene, both inside and out of the plane.

Upon the investigator's entry into the plane, there was a white female body fully clothed, lying on the back seat. The body was cool. No pulse could be felt. There was blood about the body and clothes. The body of a white male, fully clothed, was lying in the pilot and co-pilot's seats. The body was cool. No pulse could be felt. The bodies were removed from the plane and transported to the Duval Medical Center via Key McCabe ambulance where they both were pronounced dead on arrival at 8:30 am.

Investigator [] proceeded to the morgue where he met F.B.I. agent [] and processed the three bodies. F.B.I. agents, [] Homicide Investigator and the writer processed the airplane and recovered personal property, and evidence. The evidence and personal property was tagged and placed in the trunk of Agent [] car.

Lieutenant [] S. Sergeant [] and Spec 5, [] of E.O.D. 544 Ordnance Det., N.A.S., Jacksonville, were summoned to the scene to investigate a reported "bomb" in a metal box, which had been removed to a safe distance from the plane before the arrival of the writer. Investigation revealed that the metal box was actually a box of personal papers of George Giffe's.

After processing of the aircraft was completed, the aircraft was held by the F.B.I. for further processing at a later time.

Victim #2. GIFFE, SUSAN LAKICK

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12:30 pm - The writer proceeded to the F.B.I. Office, behind Agent [redacted] and [redacted] where all the evidence was properly marked, tagged and packed.

DESCRIPTION OF BODIES

Pilot - BRENT QUINTON DOWNS
White Male
29 years of age
Brown hair (regular haircut)

Suspect - GEORGE MALLORY GIFFE JR.
White male

Suspect's Wife - SUSAN LAKICK GIFFE
White female
25 years old
long brown hair

All other description information of all three bodies, recovered by the F.B.I. Agent [redacted]

DESCRIPTION OF CLOTHING

Pilot - (BRENT QUINTON DOWNS)

1 pair blue pants
1 pair black shoes
1 pair socks
1 brown belt
1 plaid shirt of blue, gold and white (hole in back of shirt)

All clothing recovered by F.B.I. Agent [redacted]

Suspect - (GEORGE MALLORY GIFFE JR.)

1 pair plaid pants, red, white and blue
1 pair shorts, yellow plaid
1 sweater, black
1 pair black socks
1 red handkerchief
1 camouflage jacket

All clothing recovered by the writer and placed in the evidence room.
All clothing covered with blood. 181

Victim

#2.

DOWNS, BRENT QUINTON

GIFFE, SUSAN LAKICK

Suspect's Wife - (SUSAN LAKICK GIFFE)

1 dress, color- blue, gold and white
1 slip, white
1 pair panties, pink
1 pair slippers, beige
1 pair panty hose, - beige

Blood all over the clothing with several holes in dress and slip.
All clothing recovered by the writer and placed in the Evidence Room.

PERSONAL PROPERTY FROM BODIES

Pilot - (DOWNS)

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1 watch

1 ring

Recovered by F.B.I. Agent

1 wallet

Recovered from body at scene by the writer and turned over to the F.B.I. Agent

Suspect (GIFFE)

2 rings

Recovered by F.B.I. Agent

Suspect's Wife - (GIFFE)

1 watch

4 rings

1 earring

Recovered by F.B.I. Agent

1 purse

Recovered from plane by the writer and turned over to F.B.I. Agent

POSITION OF BODIES

Pilot - (BRENT QUINTON DOWNS)

The pilot, Brent Quinton Downs, was sitting in the pilot's seat with the feet and legs under the controls : and slumped over to the right in the co-pilot's seat, with the head turned down.

Suspect - (GEORGE MALLORY GIFFE JR.)

Giffe had been removed from the scene before the writer arrived.

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Victim #2. GIFFE, SUSAN LAKICK

Suspect's Wife - (SUSAN LAKICK GIFFE)

The body of Mrs. Giffe was lying on it's back on the back seat of the plane, in a half-sitting position, slid down straight ahead. The head was against the back seat and the legs extended straight forward toward the left center seats.

DESCRIPTION OF EVIDENCE

1 Nine MM automatic pistol, blue steel,
Assorted personal papers of George Giffe.
1 black wallet
1 Special police badge
1 black portable whiskey case (empty bottle inside)
1 black attache case (full of personal papers, insurance, stocks, etc.)
1 full clip 380 bullets
7 spent shells (all 380)
2 and a piece spent bullets
Flight logs
Empty beer cans
2 pieces plexiglass from windshield
3 white paper bags of fried chicken and trimmings.

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b7CPRESERVATION OF EVIDENCE

Evidence marked and tagged by the writer and F.B.I. Agent [] and left in the custody of Agent [] The fried chicken was left with the airplane due to no way of preserving it.

One of the garment bags was located in a storage area in the rear of the plane. The plexiglass was located on the hood of the engine under the two holes in the windshield. All other evidence located inside the plane.

DESCRIPTION OF SURROUNDINGS

The aircraft was a twin engine Hawk Commander, white and yellow gold, serial #6008, Nationality and Registration Marks N-9058-N. License issued to Big Brothers Aircraft Inc., P. O. Box 269, Nashville, Tennessee. The right engine had two holes in the right side. The two front tires were flat. There was two holes in the windshield. The inside of the plane consisted of the pilot and co-pilot seats up front, a "johnnie seat" at the rear of the co-pilot's seat. The door is located just behind the pilot seat and to the front of the johnnie seat. Two seats are to the right of the door towards the rear and facing the rear. A seat was completely across the rear of the plane. There were assorted personal papers all over the floor of the plane. Blood was all over the plane, with the heaviest amount being on and near the back seat. Under the rear seat was three drawers

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Victim #2. GIFFE, SUSAN LAKICK

containing coca cola and sprite can drinks and a fire extinguisher. Just behind the co-pilot's seat was a small coffee maker. Just behind the pilot's seat was a small ice and water compartment.

The spent shells were on the floor between the rear and center seat. The beer cans were on the floor, under the center seat and in front of the rear seat. One beer can was inside the johnnie pot. Between the pilot's seats were flight maps and logs.

On the floor near the back seat and under the right arm of the female victim, was a blue steel automatic pistol. The pistol was empty with the slide back and the clip empty. On the floor between the left end of the rear seat and the wall was a full clip of 380 ammunition.

Two bags of chicken dinners were located on the floor under the seats and one bag was located on the back of the dead pilot. One grey garment bag had been removed from the plane when Giffe was removed, before the writer arrived. On the johnnie seat was the black attache case and the portable whiskey suitcase. To the rear of the passenger area and on the left side was a storage compartment. One of the garment bags was found in this compartment.

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4 October, 1971

1:00 pm - The writer and investigator [] interviewed [] at the F.B.I. Office. After being advised of his rights, [] gave a short, oral statement. He alleges that he was requested by Giffe to drive Giffe and his wife to the airport in Nashville and while en route Giffe gave him a pistol to keep and three letters to mail. He placed the letters over the sun visor of the car and the pistol in his pocket. Upon arrival at the airport, Mrs. Giffe began screaming and struggling, refusing to go with Giffe. Giffe then pulled a pistol on him and made them get aboard. They then flew to Jacksonville where, after being refused fuel, he was let off the plane to try to convince the F.B.I. to let them have fuel. After he left the plane and was arrested by the F.B.I., he heard shots on the plane. He claims when he left the plane the pilot and Mr. and Mrs. Giffe were all alive. The interview was concluded in order for [] to make a 1:30 pm arraignment before the U. S. Magistrate. After the appearance for the arraignment, [] refused to talk to the writer until he talked to his lawyer.

4 October, 1971

3:30 pm - The writer proceeded to the County Jail where the U. S. Marshal had arrived with [] A State murder charge was placed on []

4 October, 1971

4:00 pm - Investigator [] State Attorney Ed Austin, Assistant State Attorney [] and the writer proceeded to the Holiday Inn at I-95 and Pecan Park Road, where [] was interviewed. For details of interview, see Assistant State Attorney []

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Victim #2. GIFFE, SUSAN LAKICK

5 October, 1971

11:00 am - The writer proceeded to the Morgue where the clothing of Mr. and Mrs. Giffe was recovered.

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8 October, 1971

The writer was advised by Assistant State Attorney Jim Harrison that the State was dropping the murder charge against [REDACTED] and was not going to pursue the case any further.

The writer is clearing this case with the death of suspect, George Giffe and no prosecution of suspect [REDACTED]

CASE CLEARED....

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FEDERAL BUREAU OF INVESTIGATION

Date November 15, 1971

State Attorney [redacted] Jacksonville, Florida, stated that the interview indicated in the report of the Homicide Division, Office of the Sheriff, Jacksonville, Florida, with [redacted] at the Holiday Inn, Interstate 95 and Pecan Park Road, Jacksonville, Florida, on October 4, 1971, was oral in nature and no transcription was made at the conclusion.

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On 11/8/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] -cam Date dictated 11/9/71

JK 164-103

K. MISCELLANEOUS INVESTIGATION

FEDERAL BUREAU OF INVESTIGATION

Date November 2, 1971I

[redacted] Operator, Fernandina Beach, Florida, stated that the Container Corporation of America, which has a plant in Fernandina Beach, Florida, has a Lear jet aircraft which has been at the airport only once or twice during the year.

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[redacted] stated that he does not know who the pilots of this aircraft are and the name [redacted] is completely unknown to him.

He further stated that the above aircraft is the only jet aircraft that he knows of that has landed at this airport.

On 10/29/71 at Fernandina Beach, Florida File # JK 164-103

by SA [redacted] SA [redacted] F.B.I.-jcb Date dictated 10/30/71

FEDERAL BUREAU OF INVESTIGATION

3e

Date of transcription 11/5/71

[REDACTED]

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was interviewed and furnished the following information:

He advised that the aircraft of Big Brothers Aircraft, Inc. is covered by liability and hull (physical damage to aircraft) insurance and the employees are covered by workmans compensation. The hull insurance coverage is governed by a "Hijacking Exclusion Policy" which removes responsibility of the insurance underwriters for any damages incurred during a hijacking. The liability and workmans compensation are not affected by the exclusion policy. He refused to furnish specific amounts of insurance coverage because he does not feel it is pertinent to the FBI's investigation.

[REDACTED] also refused to furnish copies of the insurance report covering the incident because he, (1) Does not feel the FBI is entitled to the information; (2) the report contains information and opinions from his insurance company, which at a later date, may be an adversary to the FBI in civil proceedings, and (3) as part of his company's policy he does not like to divulge any information contained in the insurance report to anyone outside his company.

He did state that if the Bureau could justify the necessity for the information with regard to the criminal violations in the matter, he would make the information available, possibly through the issuance of a subpoena.

[REDACTED] voluntarily furnished copies of a recorded conversation between [REDACTED] the Tennessee Company, and [REDACTED] Big Brothers Aircraft, Inc., Nashville,

Interviewed on 11/4/71 at Miami, Florida

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and

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Tennessee, and a recorded statement between [redacted] and [redacted] employee of Big Brother Aircraft, Inc. [redacted] advised that he was furnishing those documents because they are statements of fact and not the opinions of his company.

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With regard to the insurance payments that are to be made in this matter, he advised that due to the workmens compensation which covered the victim, a payment to the victim's wife has been authorized in the amount of \$55.00 a week for eighteen years.

Is it all right with your permission?

Page 2 of 2

What is your role in the community, please?

Harry Fowler Bond

What's your address?

And your age?

20 year old.

Married or single?

Single.

Do you live with your parents?

Yes.

Year Father: born?

And you are employed by whom?

My Mother,

And what is your job title?

Lincoln.

How long have you been working for them?

Well since August. As far as this term. I have worked for them before.

August of 1971?

Yes, sir.

And what does your job consist of?

defueling airplanes, unloading the airplanes, keeping them clean inside.

And what time did you get back?

From 12:00 midnight to 8:00 the next morning.

I believe you know something of an incident that occurred here at Big Brothers which is located at Perry Field on October 4, 1971, is that correct?

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Yes, sir, it is.

Will you tell us what you know about it please?

When I first came in the Lincoln that were getting out of the car that to have a charter and they were due at 1:00 a.m. 8-12-71. It was 12:00 o'clock then so I immediately clocked in, it was around 12 o'clock I would say. I clocked in and pulled the airplane out and at this time the --as I was going to pull the plane out the pilots were arriving. Brent Brown was here I know. I pulled the plane out, pulled it around to the front and the pilots told me to fuel the inboards and put 25 gallons in each outboard. I did this and we stood--after I did this we stood around and talked for awhile. At 1:00 supposedly when the charter was due in or I mean was supposed to be here they were not here and 4 minutes after one Giffe called and said they would be 10 minutes late. He called again at around 20 minutes after one and said he would be 10 more minutes late. And at a quarter to 2 they arrived and I had--at 1:50 I had gone around to the back of the building and I had saw the headlights on the car coming up the road so I assumed it was there and ran around to the front to operate the auxiliary power unit which is needed to start the plane. And as I was walking up on the plane the gentleman got out of the car and walked up to the pilots and myself. He identified himself as a doctor and that the girl was mentally ill, was on drugs of some type or something and needed to be got to Atlanta and to pay no attention to what she said. The girl was screaming inside and beating in the glass inside the car and the gentleman right at her side was holding her. We -- the gentleman that presented himself as a doctor started to go back to the car and stopped and come back and showed his credentials again. At this time [redacted] Brent and myself looked at each other in a funny way and I believe that [redacted] was the car that presented or asked Brent to have this checked out by the police before we left. Before they left. At this time the girl Brown was back at the car. He opened the car door and the girl, in a way, she fought her way out and grabbed hold of her arm and at the same time the rider on the other side was getting out on their side. And at the same time they both pulled guns. And notified the gun around the plane for the pilots to get up. At this time I had started the auxiliary power unit and started it up while they were getting in the plane. When around to the front of the plane, they started the right engine and started the left engine and gave me the O.K. to unhook the power cord and I progressed around and unhooked the power cord and I drove it around to the back of the building, went into the back of the car, got out and went back there and called the gentleman [redacted].

Yes, that's what you noticed. The plane was out of the hangar, was it? You noticed it coming to the front of the building? The plane was facing the front?

You in general, it would be facing sideways to this building here.

And when this car came around did it seem to come on around to the side of the building or did it park to the rear of the building? Where did it park? When it first came up?

It pulled out to the very end of the corner end of the building. The plane was pulled to the end, that's all.

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To the front?

Yes, sir, to the front and the car pulled to the corner of the building.

Could you see the car sitting next to the end of the building?

Yes, sir.

And you could see a lady and man passenger in it when he pulled up?

Not when he pulled up. As I say when I approached I was at the side of the building. And when I approached the pilot the gentleman was getting out of the car and coming toward the pilot then.

The pilots were standing outside of the building.

Yes, sir.

How the plane?

Yes, sir.

And then you went out of the building where the pilot and co-pilot was?

Yes, sir.

And at this time was this gentleman talking with them?

Well I was at the corner of the building I wasn't inside the building. I was back down to the corner of the building and I came up to where the pilots were at the same time the man was coming up to the pilots.

The first time the gentleman came up were you present and he showed his credentials?

Then just as he started to close his mouth back up.

There were a number of people there?

A few feet, yes, sir.

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Did he have any statement to them other than he was ready to go?

At that point, however, I say, I was standing a few feet from the plane and just approaching them. He said, he asked me, did I know where the plane was and if this was the plane and if he said he was a doctor or a nurse.

And you say at this time he goes back to the car?

Yes, he starts back to the car.

And does he come back up there?

Yes, sir.

Did he pull a gun or anything at this time?

No sir.

He goes back to the car then? and gets the girl out?

Yes, sir.

And another gentleman gets out?

Yes, sir.

And then you are standing near the plane then?

Yes, sir.

O. K. he continued on to the pilots, walking on toward them?

No they both headed toward the plane. In other words, when the gentlemen pulled the guns they motioned the pilots to go toward the plane--I broke away from the pilots and headed toward the back of the plane.

Did either of them say anything to you?

No he didn't, he never did.

Did he say anything to the pilots? or did you hear him?

Not that I could hear to the pilots, except that he motioned to the plane and to the back of the plane.

The pilots requested them to go aboard when they saw he was using the gun?

Yes, sir.

So you say you went toward the rear of the plane?

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Yes, sir. That's where I went.

Did you ever hear any statement after that as they were talking?

Well the only thing I heard was the girl that the men were with was wrestling with the girl and the girl told him to go to hell. And that is the last thing I heard.

This was as they were boarding the plane?

Yes, sir, the girl was in the door of the plane there.

Who boarded this plane first, do you recall.

The pilots boarded the plane first as far as I could see as I headed toward the power cart.

And the girl was between the two men as they boarded?

Yes, sir.

Do you know anything more about the incident?

No, sir, not to my knowledge.

You know nothing about the man calling in prior and yet receiving this phone call that he was going to be late?

No, sir, only that the charter was schedule for 2:00 o'clock.

When you came in before you took the plane out of the hangar did you service this plane, or had it been serviced when you arrived?

As far as service we always wait to fuel the plane after it is gotten out of the hangar.

Is this all that you did to that plane?

Yes, sir.

While it was in the hangar you did nothing?

Nothing to it at all.

did he notice any light, torch or anything coming on the plane
before you saw the plane prior to flight?
The day was dark, it was dark even at and I changed the light
before and I left his luggage in the plane. The luggage that had
just been told us about this. He already had the luggage on
the plane and like I said the door was open and the luggage had
been placed in the plane.

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This is a side door in the hangar?

Yes, sir.

Are you in a time when there was some luggage on board the plane?

Sure did.

You didn't as far as inspect it or notice it what was in it or--

No, sir.

Did you notice any small metal boxes around? Anything that would
cause you to be suspicious?

No, sir, the only thing that causes me to be suspicious like that
is to arrange a charter like this and be so busy that after
as far as luggage that usually bring their luggage with them when
they come.

There was nothing on the luggage that you suspected and inspected
to say I didn't look at it that much.

You say you called the security guards?

Yes, sir.

Who in turn notified the tower or the city police or some official?

Yes, sir.

Do you know what time the flight plan was made? Approximately?

They were originally to take off at 1:00.

And the pilot you say you know was here when you arrived to work
that day?

Well he was arriving at the same time I was.

When they came in did the car have time to go or stop at the rear
of the building and get out and do anything or would it have pulled
right onto the ramp when you first saw the headlights.

It didn't have time to stop, no.

In all prob ability it came on around.

Yes, sir, because I was from the other side of the hangar

When you first saw the van did you detect any suspicion or any reason to do so?

I did not see anything suspicious to any reason. He looked like a very nervous man, yes, sir.

When you stopped, was he drunk, did you detect any odor?

Not at all. I don't think he might have had three or four beers. I don't know how to tell. I don't know how to tell.

His explanation is enough to have all this?

Yes, sir.

Anything else [redacted] that you would like to say?

No, sir.

Q. Now, you were talking about the fact that you were not
employed by the company, but you were working for the company.
Is that correct?

A. Yes, sir. I was working for the company, but I was not
employed by the company.

Q. Now, you were talking about the fact that you were not
employed by the company, but you were working for the company.

Is that correct?

A. Yes, sir. I was working for the company, but I was not
employed by the company.

b6
b7C

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employed by the company, but you were working for the company.

Is that correct?

In this context, air.
It is correct, Monday, October 4.

Will you tell us what happened please sir?

From here? We were forced onto the plane. We had a scheduled charter set up with this party and we were forced onto the plane with a gun that I saw and we were supposed to have went to Atlanta, Georgia. Enroute we changed our destination to Jacksonville, Florida and we landed at Jacksonville and received more fuel, supposedly to have gone on to Freeport. That is down in the Bahamas I believe. After we once got onto the ground we were given taxi instructions and we followed taxi instructions to a remote area which would requested 200 to 300 yard clearance from anything or anybody and we requested fuel, jet fuel and we also floatation gear which is your life rafts, life vests, and also we requested some maps of the Freeport area down there in the Bahamas and we sat on the ground for about 5 minutes, approximately 5 minutes with the engines running wanting to know where the fuel truck was. After awhile the party came over---the voice over---in the control tower I assume and identified themselves as the FBI and they said there would be no fuel for this aircraft and we pleaded with them and asked them several times for fuel. They were very much aware that we were in a hijacking situation and they advised the let the engines run until they ran out of fuel but the aircraft was not going to get any fuel.

So approximately 5 minutes after were were on the ground sitting there I asked the parties aboard if I could leave the airplane to try to persuade the FBI to let us have fuel and continue on. So they parties on board said yeah that was O.K. to go ahead and try. So I left the airplane, they made the other pilot, the captain, Brent Lewis stay on the airplane, requested that he stay on the airplane and I got off and the two FBI let me behind the airplane put me in the car and approximately 5 minutes later a party, I never did know his name other than what the FBI told me, [redacted] I believe, came off the airplane to help persuade, I understand, to help persuade them into letting us have fuel so we could leave. And the FBI immediately put him on the ground and held him in custody there and soon after the FBI shot the tires on the aircraft and another party shot the right engine, shot into the right engine and very soon after, within a minute it was stopped and the left engine was already shut off so I could get off the aircraft. And then shortly afterwards the whole thing was over.

Big Brother Aircraft called my home on Sunday evening between 4 and 5:00 p.m. and my wife took the call and told them that I would call back soon. So I called back in approximately 5 minutes and I talked to them and they told me I had a charter to Atlanta and they told me that the party was here so I suggested that well let me talk to him. That we might have to take the bigger aircraft due to instrument weather.

[redacted] continued:

So I talked to the party so he said, no problem. I told him, I said, the party I talked with identified himself as Mr. Giff, and he said the bigger plane would be fine and I explained that there would be an additional fee and I also asked him, what type of payments are you talking about? And he said; Cash. So I left at six I went up and shortly after I called Mr. Downs at his home and told him that we had a charter at 1:15 a.m. to Atlanta. Type of flight would be to take two passengers down and turn around and bring one passenger back.

Then I told Mr. Downs that I would need him at the airport at approximately 12:00 o'clock, 12 midnight. I arrived at the airport at twelve and Mr. Downs had just arrived just shortly before I arrived here and we filled out our flight plans to Atlanta, instrument flight plan which was flight 1001, and we got the aircraft out and fueled it and made necessary preparations to go.

On this particular flight I am certified as co-pilot and Mr. Downs was the captain in command.

Mr. Downs and I went out into the hanger and checked the aircraft and we noticed the door was opened on it and baggage was already on board the aircraft. I noticed a suit bag was on and there was a little metal box on the aircraft which I didn't notice until the aircraft was pulled around in front of the hanger. Then we proceeded to wait until approximately 1:05. We got a call to the aircraft and the limo man, Lutch, I think it was [redacted] I believe, answered the phone and the party said they would be maybe 10 or 15 minutes late. Approximately or sometime after that close to 1:30 a.m. the party called back and said they would be delayed somewhere. Then the parties showed up in a Cadillac, I believe it was a Cadillac, fairly new looking Cadillac and Mr. Giff got out of the car wanted to know where the pilots were and the plane and we said; right here. And I noticed a woman was screaming and hollering in the car and then he proceeded to show identification, I saw a badge, whether it was a police badge or not I don't know. I did see, I believe I recall seeing 'police' written on his credentials and had a picture on there of Mr. Giff. He showed some other identifications which I glanced at and had his picture on those. He informed us he was in the CIA, he was a police with the CIA and I questioned him about the girl being hysterical like she was, hollering and screaming that we couldn't have her on the airplane like that and he said, "I'm a doctor, she will get a sedative as soon as she is aboard". Then I turned to Mr. Downs and I said we had better get the police over here to check this out and then a gun was flashed on us and we were told to get aboard the aircraft.

[redacted] Now at the time that they came in were you on the outside or the inside of the building at Big Brothers?

We were in front the building and the aircraft, outside the building.

And where had he parked his car, by the side of the sales office or the charter office at Big Brothers?

The car was parked in the last rear of the airplane.

Behind the airplane?

b6
b7C

Behind the airplane.

The girl was still in the car.

The girl was still in the car along with [redacted]

And when you suggested calling the police was when you first noticed the pistol. Is that when he flashed the pistol?

No, sir, I believe I mentioned that we had better get the police over and check the situation out before we take any people, that was when he flashed the gun.

Was this gentleman alone at that time? Was anybody with him?

The other two parties, I believe were out of the car then.

This was the lady and another man?

Yes.

At this point what did he request that you and the pilot do?

Immediately get on the aircraft.

At this time you were seated on the aircraft. You say you were not at gun point other than he had the weapon at the beginning?

He was waving it and ordered us on the aircraft and after we got onto the airplane [redacted] had a pistol in his hand. He was not hold us, that I know of, at gun point. We were looking forward starting the airplane and at times we would look back and I did notice a pistol in [redacted]'s hand and whether---it appeared to be a pistol and looked similar to the one Mr. Giffé was flashing, flourishing around or whatever--

In relationship to you and the pilot where were these other two men and the lady on the plane. Were they seated in the back could you see them, in the passenger seat?

At what the girl was forced onto the aircraft, was handled rough. She was laying down on the floor between the two seats and later on she got up into the seat or he put her up into a seat, Mr. Giffé. Mr. Giffé was in the back-rear end of the airplane with the lady and [redacted] sat on the pilot's seat which is across from the door. 201

And you were in the co-pilot--

I was in the right seat which is the co-pilot seat. Bruch was--

And Downs was in the pilots.

And Downs was in the pilot seat on the left side.

When he flashed this gun did he demand that you and Capt. Bruch board the aircraft?

He said; "Get on the aircraft. We are leaving."

And at this point you all---was there anybody else present that heard him trying to force the ---

[redacted] was in the area and I don't know whether he heard it or not?

All right, when you got airborne was there any conversation by Mr. Giffe and you as co-pilot or captain or the passengers? What--do you recall any conversation they had?

Well the girl was hollering and screaming shortly after we got off and he said something about he was/ CIA as mentioned before. The lady hollered out; "No, he is with the Mafia". And shortly after that the girl quietened down and appeared to be in a daze the whole trip.

Did you know or did you see them around the business of Big Brother here before or see them around the plane when they first came onto the premises?

No, sir.

And you say you saw a small container when you first checked the aircraft?

After the aircraft was put onto the ramp I was checking the flash lights, making a night flight I wanted to make sure I had some flash lights available and I put my hand on a metal box that was laying up on the beverage console and it was just a small metal box about a foot in length and 6 inches wide or 8 inches wide and had three little combination dials on the front of it. This was before the parties arrived.

You didn't check this box though?

No.

Was it an unusual type box or--did you have anything on what it might have been?

No I really didn't give it any thought.

When he started the gas engine--let's go back there--did he put it back in a his pocket or coat pocket and request that you get on the plane or can he continue to hold it in his hand--

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b7c

He continued to hold it in his hand.
When I seen it -- it stayed in his hand, til we were aboard the aircraft.

What about when you got aboard the aircraft, did he give you any further instructions then or did you feel you were hi-jacked going to -- or just taking a normal run to Atlanta?

We didn't really know. We were both -- I was scared and I'm sure Mr. Fawcett was somewhat scared. We just went ahead and started the plane and I said; "let's get it airborne". And this is what we proceeded to do. We were given our clearance. We asked the Nashville Tower for clearance and they gave us clearance for Atlanta and they also gave us taxi instructions to one of two runways and I don't recall the other runway but we chose to take runway 31.

In Atlanta?

No in Nashville. That was for departure, runway 31 for departure. And we taxied out to the runway and evidently our line man, [redacted] had called the security and advised them that something was unusual because the security pulled up beside the aircraft. I seen one on the right side of the aircraft with a blue light flashing and Mr. Gifford said get the airplane in the air. So I asked the tower, I said that 50?? was ready to go, runway 31 and I did not get a response, I don't believe and anyway I came back and said 50?? was taking the runway and rolling. So we departed without a clearance for takeoff.

Now when you got airborne how far did you go until--did you get some other instructions to change your flight course say from Atlanta to Jacksonville or did the captain do this or--

We got --As soon as we got airborne I am sure the control tower knew this was an unusual flight by security being out there and of course security was talking with the tower and we were told to turn left and climb on course--I think it was left or right on course and to squawk 6100 on a transponder which is the hi-jack code and I immediately replied with 3100 and gave an ID on it and they were aware all the time that this was an unusual flight and they knew that we knew.

Who gave the instructions to change your course. I mean to a different city?

In flight somewhere between here and Atlanta. I say approximately in the area of Chattanooga they wanted to know how much fuel we had on board; how far it would go, wanted to know

if we could go to Jacksonville.

How they this was ---

Mr. Giff. Mr. Giff made all the decisions aboard the aircraft. [redacted] was a go-between. He would ask Mr. Giff to do this or that to the pilots. Then they would say yes or no to Jacksonville and we advised them and then we could get off and we would have 30 minutes of fuel left. So they said let's go to Jacksonville so we asked Center to give us a clearance to Jacksonville rather than Atlanta. b6 b7C

At any time did Giff come up to where you and the captain of the aircraft was?

No, sir.

He remained in the back?

He remained in the back.

What size aircraft were you flying?

Well it was a Hawk Commander, gross 9400 pound takeoff weight. It is eight passenger.

[redacted] you say when you landed you persuaded them to let you off the aircraft to see if you could talk the FBI into fuel for the aircraft? Is this correct?

We waited approximately 5 minutes on the ground because we had already advised them we were in unusual situation on unusual flight. We wanted fuel, we wanted rafts, life vests and we wanted charts to Freeport which is in the Bahamas and we also requested 200 to 300 yards clearance from airports and everything.

How as soon as you alighted from the aircraft did the FBI apprehend you did you say?

That is true.

They carried you where?

They took me to their car which was just a short distance behind the right rear of the aircraft.

Now they placed you in the car then?

yes, sir.

At that time had they fired any shots at the aircraft.

Not that I knew of.

204

You got into the car?

Yeah.

At this time they went back toward the aircraft?

They were in the vicinity of the car. We sat in the car for a while and I believe the car was pulled up close to the aircraft, I believe. They sat in the car and I think I discussed and advised them definitely there were no explosives on board which I earlier had told them there was and they said that this was a bunch of malarkey there is no explosives on board.

And then there was no one outside, no FBI as far as you know when you were in the car?

No.

O. K. They got back out of the car after talking with you?

[redacted] got out of the airplane approximately 5 minutes after I got out.

And that was while you were sitting in the car?

After they got out I got back out of the car again.

Leaving them in the car? Or did they--

No they went out and apprehended [redacted]

Then did they come back to the car with him?

No sir. He stayed on the ground and they kept a gun on him.

Now where were you at that time?

I was in the vicinity of the car.

Now when did the firing commence? Were you at the aircraft when they started firing? Or were you in the car?

I'm not sure I believe the firing started after [redacted] was on the ground and one of the FBI shot two --shot both of the tires, the two main tires out on the aircraft. The main gear. They started down and then the third party, which was a different FBI approached the airplane from the right and shot into the engine. It shut down shortly after that.

Now you were right near the aircraft when this happened?

Yes, sir.

Then after these shots, did you hear any other shots?

I never once heard any shots from the inside of the aircraft.

When did you realize after they had -- the noise had quietened down, did the PRige aboard or something or did they hear it?

I don't know I was on the opposite side of the aircraft from the door and the PRige. That side of the aircraft I saw two their feet and their legs sticking out, perhaps all three but I never did see any of their head. The aircraft was in the, came back and told me that all three parties aboard were dead.

Did you ever go back to the aircraft after this?

I went back to the aircraft only after everybody was out.

When you left the aircraft was the captain still in the cockpit of the airplane.

The captain was still in the cockpit of the of the airplane in the captain's seat, the left seat.

And Mr. Giffé was he still in the back?

Mr. Giffé and the lady was still in the back. [redacted]
was in the potty chair.

When you started off did you see any weapons on them at that time?

[redacted] had his in his hand. Mr. Giffé appeared to have had what I felt may have been the metal box on his lap and it looked like he had his finger on something ready to push a button or something. It was dark in there and it also appeared he may have had a gun in his right hand. I felt I may get shot when I went out the door even though I was told to go out and talk to them. Did he give you any specific instructions as you were leaving the plane?

[redacted] was there drinking on board while you were in flight by [redacted] and Mr. Giffé?

Yes, They were drinking what was Hamm Label Beer. Mr. Giffé, I don't recall seeing him drink any beer but I do recall seeing him turn a bottle up of something, which may have been a hard liquor.

Did he ever make any threats or say what he intended to do, Mr. Giffé while you were in flight or while --- or either [redacted] did he make any threats?

[redacted] never did make any threat. He said he was one of the pilots who he would fly the airplane and would still be a pilot. And Mr. Gane stated if anything was wrong, the airplane could be blown up, he had to react and that was the reason.

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b7C

[redacted] you state you went back to the plane after the incident occurred. Did you make any observation of the plane at this time? If so, when did you inspect the windshield to see what way it was and the fire was fired into or did you inspect the captain's seat?

I seen two bullet holes in the windshield and it was there but I believe I saw two bullet holes in the back of the captain's chair. One to the right side and one directly in the middle of it.

You did not make a real inspection or attention to those--

No sir, I just did this from the outside of the aircraft peering through the window.

In your mind do you recall how many shots you may have heard while you were out of the aircraft with the FBI? I am referring to the tires, etc.

There was approximately two shots to each tire, which would have been four shots and there were two shots I heard go through the engine.

Were there any witnesses to this there at the airport other than the FBI that was --did anybody come up?

I don't know.

Is there anything else you would like to say about it Mr. Gane that we have not asked you?

That's about all.

One thing I will ask. It was reported that you were taken to the hospital. Is this correct? In Jacksonville?

Negative. Back up on it. It wasn't a hospital. It was the medical examiner's place where they had taken Mr. Downs and I went around there and identified his body but I don't believe that was the hospital.

As a result did you have any injuries physically?

Negative.

You required no medical attention:

No.

And you and Mr. Brown were the only two employees of Big Brothers that were around the craft?

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b7C

Yes, sir.

And you had been called in your employment at Big Brothers. It is a call basis as a charter pilot is it not?

Yes, sir.

Are you subject to call anytime if you are within the proper working hours?

Yes, sir.

Your working hours varies, different working hours? Is this correct?

Yes, sir, at this time both of us had had proper rest and were ready for the legal for the charter.

You were legal for the flight,

We were legal.

FAA--As far as FAA was concerned

yes.

Anything else you would like to state that I haven't asked you?

No sir.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 18 1971

TELETYPE

NR004 JK PLAIN

5:23 PM NITEL 11-18-71 MHM

TO DIRECTOR (164-2062)

OKLAHOMA CITY (164-54)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103) 2P

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Bates	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ETAL; CAA - HIJACKING,
INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING;
FTCA, OO JK.

JACKSONVILLE DAILY SUMMARY.

ON THIS DATE [REDACTED] WATCH SUPERVISOR, FEDERAL AVIATION
ADMINISTRATION (FAA), HILLIARD, FLA., INTERVIEWED CONCERNING HIS
ACTIVITIES DURING MORNING OF OCT. FOUR, LAST. [REDACTED] ADVISED HE DID
NOT HAVE ACTUAL CONTACT WITH AIRCRAFT IN QUESTION ALTHOUGH HE DID
HANDLE NOTIFICATION TO WASHINGTON FAA CONTROL CENTER AND RECEIVED
INITIAL COMMUNICATION FROM ATLANTA FAA CONTROL CENTER CONCERNING
FLIGHT OF AIRCRAFT.

CONTACT WITH [REDACTED] CHIEF, GENERAL AVIATION DISTRICT
OFFICE, JACKSONVILLE, DETERMINED THAT ALL FAA REGISTERED AIRCRAFT MUST
SUBMIT AC FORM EIGHT ZERO FIVE ZERO DASH SEVEN THREE TO THE DEPARTMENT
OF TRANSPORTATION FAA AIRCRAFT REGISTRY, OKLAHOMA CITY, OKLA., BY
JULY ONE OF EACH YEAR TO VERIFY CURRENT ELIGIBILITY FOR REGISTRATION.

END PAGE ONE

54 NOV 29 1971

3 NOV 19 1971

b6
b7c

6-ATP

PAGE TWO

THIS FORM IS COMPOSED OF TWO PARTS, FIRST PART CAPTIONED "REGISTRATION INFORMATION" AND THE SECOND PART CAPTIONED "ACTIVITY AND RELATED INFORMATION."

THE COMPLETION OF PART ONE OF THE ABOVE FORM IS A MANDATORY REQUIREMENT UNDER FEDERAL AVIATION REGULATION FOUR SEVEN POINT FOUR FOUR WHILE THE SECOND PART OF THE FORM IS IN THE FORM OF A REQUEST FOR INFORMATION UNDER FEDERAL AVIATION REGULATION NINE ONE POINT FIVE THREE.

OKLAHOMA CITY WILL CONTACT FAA AIRCRAFT REGISTRY OFFICE AND ATTEMPT TO OBTAIN COPIES OF REGISTRATION INFORMATION FOR HAWK COMMANDER AIRCRAFT, SN SIX ZERO ZERO EIGHT, REGISTRATION NUMBER N NINE ZERO FIVE EIGHT NINE. WILL ALSO ATTEMPT TO OBTAIN COPIES OF PART TWO OF THE ABOVE REGISTRATION FORM IF PREPARED BY BIG BROTHER AIRCRAFT FOR THIS AIRCRAFT. INFORMATION SHOULD BE INCLUSIVE TO THE TIME WHEN THIS AIRCRAFT WAS FIRST REGISTERED WITH FAA.

THIS CASE IS RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

END

HOLD PLS

GXC BI WASHDC

REC-48

164-3042-233

November 13, 1971

EX-100

Honorable John V. Tunney
United States Senate
Washington, D. C. 20510

Dear Senator:

I received your communications of November 8th enclosing letters from [redacted] of Marina Del Rey and [redacted] of Los Angeles, California.

b6
b7C

While I would like to respond to the points they raised, the matter involving the hijacking of a chartered aircraft to Jacksonville, Florida, on October 4th is currently the subject of court action. On November 1st U. S. District Judge Gerald B. Tjoflat, Middle District of Florida, Jacksonville, Florida, issued an order prohibiting all Government Agents and employees, including the FBI, from making any statements regarding the events set out in and surrounding the criminal indictment in this case.

As you requested, I am returning your enclosures.

Very truly yours,

J. Edgar Hoover

John Edgar Hoover
Director

MAILED 5

NOV 18 1971

FBI

Enclosures (2)

Tolson _____ 1 - Los Angeles - Enclosures (4)
Felt _____ 1 - Mr. M. A. Jones - Enclosures (4) (detached)
Rosen _____
Mohr _____
Bishop _____
Miller, E.S. _____
Callahan _____
Casper _____
Conrad _____
Dalbey _____
Cleveland _____
Ponder _____
Bates _____
Tavel _____
Walters _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

NOTE: Salutation and closing per prior correspondence with Senator Tunney. No record of [redacted] previously wrote to the Bureau regarding the same matter and his letter was not acknowledged.

JJH:sep (8)
58 DEC 24 1971

MAIL ROOM ☐ TELETYPE UNIT ☐

TABLER
HHA.
Genn
JJH
MST

United States Senate

Nov. 8, 1971

Respectfully referred to

Federal Bureau of INvestigation

for such consideration as the communication
herewith submitted may warrant, and for a report
thereon, in duplicate to accompany return of
inclosure.

By direction of

John Tunney U. S. S.

(D-Calif.)

GPO 16-73557-2

Adelma
11-18-71
JTH: all

ENCLOSURE

Mr. Tolson
Mr. Ed
Mr. Rosen
Mr. Tavel
Mr. Trotter
Mr. Tele. Rm.
Mr. Holmes
Miss Gandy

RECEIVED

NOV 12 1971

34

B

164-2042-233


22

22 NOV 1971

CORRESPONDENCE

PERS. REG.

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, E.S. _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Tavel _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____


Marina Del Rey 12
90291
(11/12/71)


Dear Mr. Tunny,

I protest the lack of discretion and total disregard for human life manifested by the F.B.I in the hijacking of the Brent Q. Downs plane.

Is this type of inhuman behavior what we will have to expect from government Controlled agencies in the future? I hope not.

Sincerely

copy:kar



8/JJH

mm!

for
J.P.H. G.

[Redacted]

GENERAL PRACTICE

MARTHA DEL REY, CALIF

[Redacted]

Martina Del Rey

902919

OCT 22

23 AM '71

Dear Mr. Tammey,

CASE REF
PRESS REQ

I protest the lack of
discretion and total disregard
for human life manifested by
the F.B.I. in the hijacking of
The Brent Q. Downs plane.

Is this type of inhuman
behavior what we will have to
expect from Government
Controlled agencies in the
future? I hope not.

Sincerely

[Redacted]

Orig returned to
Sen. Tammey
11-18-71
JJH:ac

8/5317

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Bates

DATE: October 21, 1971

FROM : R. J. Gallagher

1 - Mr. Rosen
1 - Mr. Bates
1 -
1 - Mr. Gallagher
1 -
1 - Mr. Felt
1 - Mr. Mohr
1 - Mr. Bishop
1 - Mr. Casper

Tolson _____
Felt _____
Rosen _____
Mohr _____
Bishop _____
Muller, E.S. _____
Callahan _____
Casper _____
Conrad _____
Dalbey _____
Cleveland _____
Ponder _____
b6 level _____
b7C alters _____
Tele. Room _____
Holmes _____
Gandy _____

SUBJECT: POLICY - CRIME ABOARD
AIRCRAFT MATTERS

GEORGE MALLORY GIFFE

In consideration of the hijacking incident at Jacksonville, Florida, on October 4, 1971, when a chartered aircraft scheduled to fly from Nashville, Tennessee, to Atlanta, Georgia, was diverted by armed hijackers and forced to land at Jacksonville where the principal hijacker then shot his wife, whom he had forced to accompany him, as well as the pilot, a thorough review has been made of Bureau policy insofar as aircraft hijackings and related crimes are concerned. This review was conducted by the General Investigative Division in conjunction with the Inspection Division and Mr. Dalbey's office.

Current policy reflects our experience in the aircraft hijacking field since 1961. It has been updated from time to time so as to cope with changing situations and trends. From the outset however, there was one basic concept in our approach to this problem--that being our primary concern was the safety of the passengers and crew. Specifically, instructions state:



b6
b7C
b7E

26 1971

NOT RECORDED

HAS:jvl
65 DEC 2 1971

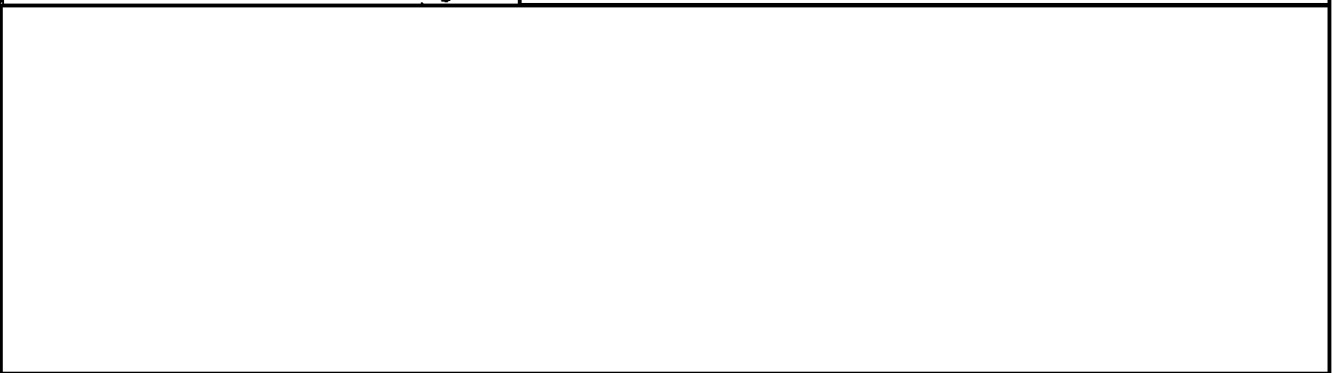
CONTINUED - OVER 30 (1971)

964-00-446
ORIGINAL FILED IN

Memorandum to Mr. Bates
Re: Policy - Crime Aboard
Aircraft Matters

Referral/Consult

In line with FBI responsibilities under the September 25, 1970, agreement between the Departments of Justice and Transportation--the FBI exercises control in hijacking situations when the aircraft is not in flight--



Accordingly, it would appear existing policies are sound and encompass, insofar as possible, every possibility with respect to the hijacking of a commercial aircraft.

Referral/Consult



Referral/Consult

ACTION: If approved,

This is consistent with our past activities and will insure FBI interests are protected. it will immediately be furnished all field divisions. At that time we will reiterate Bureau policy with respect to handling of hijacking situations.

OK

OK
H
-2-

OK
H
-2-

P

R

cmb

HAS

DT
RS
RSG
JAN

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Mr. Tele. Rm.	
Mr. Holmes	
Miss Gandy	

1/10/71

United States Senate

Nov. 8, 1971

Respectfully referred to

Federal Bureau of Investigation

for such consideration as the communication
herewith submitted may warrant, and for a report
thereon, in duplicate to accompany return of
inclosure.

By direction of

John Tunney
John Tunney U. S. S.
(D-Calif.)

GPO 16-73027-2

*Ack/nml
11-18-71
JTH:nel*

ENCLOSURE

DEC 2 1971

10/10/71

NOV 12 1971

REC-48 34
164-2042-234
22 NOV 23 1971

CORRESPONDENCE

PLAS. REC. UNIT

GEORGE M. GIFFE

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, E.S. _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Tavel _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

[Redacted]
(November 12, 1971)

La, Ca 90030
1211F

Hon. Senator John Tunney
Washington, D C

Dear Senator,

This morning while looking through the L.A. Times I saw something that both sickened and appalled me.

A pilot Brent Q Downs was forced by a hijacker to take him someplace. He went to Jacksonville Int'l for refueling and found there was no fuel truck. Instead some F B I. agents were there because they decided to break up the hijacking. They broke it up alright but the pilot was killed in the meantime.

Perhaps you have read The Poisoners by Donald Hamilton one quote about the F. B. I. "... your job is defending the laws and to hell with the people." (P. 115) I thought that Hamilton was exaggerating when he wrote this but as it turns out he was more right than me.

If any police force whether it be local, state, or national does not have the safety of the public foremost in its mind then I feel that police force should be thoroughly checked

Very truly yours,

[Redacted]

copy:lhb

8/5JH

ref
L
24
CAGE REP
PRESS REQ

b6
b7c



LA, CA 90030

SENATOR JOHN TUNNEY
WASHINGTON, DC

DEAR SENATOR,

"THIS MORNING WHILE LOOKING THROUGH THE
L.A. TIMES I SAW SOMETHING THAT BOTH SICKENED AND APPALLED
ME.

BRENT A. DENNIS

A PILOT^A WAS FORCED BY A HIJACKER TO TAKE HIM
SOMEPLACE. HE WENT TO JACKSONVILLE FL^{FL} FOR REFUELING
AND FOUND THERE WAS NO FUEL TRUCK. INSTEAD SOME
FBI AGENTS WERE THERE BECAUSE THEY DECIDED TO BREAK
UP THE HIJACKING. THEY BROKE IT UP ALRIGHT BUT THE
PILOT WAS KILLED IN THE MEANTIME.

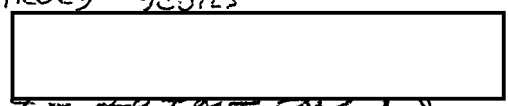
PERHAPS YOU HAVE READ THE POISONED BY DONALD
HAMILTON ^{QUOTE} ONE ABOUT THE F.B.I. "YOUR JOB IS DEFENDING
THE LAWS AND TO HELL WITH THE PEOPLE." (P.115) I THOUGHT
THAT HAMILTON WAS EXAGGERATING WHEN HE WROTE THIS BUT AS
IT TURNS OUT HE WAS MORE RIGHT THAN ME.

IF ANY POLICE FORCE WHETHER IT BE LOCAL, STATE, OR
NATIONAL DOES NOT HAVE THE SAFETY OF THE PUBLIC FOREMOST IN
ITS MIND THEN I FEEL THAT POLICE FORCE SHOULD BE THOROUGHLY
CRITICIZED

orig. returned to
Sen. Tunney
11-18-71
JTH:nel

VERY TRULY YOURS

ENCLOSURE



8/JJH

167-2074-2010

If we are to survive as a nation, we must challenge the attitude of those who have been selling America short...who want to destroy, who want rights without responsibilities, and who encourage disrespect for law and order.

We live in a period of stress and turmoil...in times that demand spiritual strength and moral fortitude. If this country is going to wage an effective war against crime, it cannot be done by lessening the severity of the present laws but by enforcing them.

This nation's greatness and our freedom are based solidly on respect for the law.

Difficult and trying days lie ahead. The FBI, undaunted and ever mindful of its obligations to the American people, faces the uncertain future with confidence and determination. This is our pledge to you who have given us your loyal support and made important contributions to the success of the FBI.

The going will be tough...however, when the going gets tough, the tough get going.

The publication of drivel, while admittedly a right -- is not the best way of discharging the precious responsibilities of a free press.

Criticism, of course, is essential in our democratic society...but criticism, to be valid, must be based on knowledge and a desire to correct deficiencies. The foundation of any news media should be truth, objectivity, and justice.

Criticism without basis is demoralizing and serves the interests of those subversives and criminals who seek to serve only themselves and not democracy. No man has the inherent right to place himself above and beyond the law, even though he may personally consider that law to be onerous.

It is time for the voices of logic and decency to be heard and to make their influence felt.

People of goodwill must rededicate themselves to building greater public respect for and confidence in law enforcement in the crucial role it plays in our survival.

We are citizens of the greatest nation on the face of the earth. We enjoy the most envied way of life known to man.

I would be less than candid if I were to maintain that there are no longer incompetent policemen and abuses of police power, for the record shows otherwise. Unfortunately, the one bad police officer, the one who commits that isolated act of brutality, turns up among thousands of outstanding men, and becomes the symbol of all policemen rather than the exception that he is.

Extremists and hate groups which are committed to violence use allegations of police brutality and repression as an excuse for their malicious activities and to discredit the entire law enforcement profession.

Incredible as it may seem, there have been instances in which the news media, particularly television, have accepted without question wildly improbable allegations made by hate groups against the police and, even when the facts have been readily accessible, certain segments of the media have, for whatever reason, chosen to ignore and disregard them. Unfortunately, the truth never seems to catch up with the "big lie," and even if it does, it is too late to undo the harm that has been done in denigrating the forces of law enforcement.

journalistic prostitutes who in their jaundiced outlook upon realities and truth attribute the increase in crime as somehow the fault of the FBI or the result of inadequate performance by it. They do not merely skirt but ignore completely the fact that the overwhelming part of the increase in crime has been in areas where the FBI has neither the authority nor jurisdiction, namely at the local and State level.

As Abraham Lincoln once said, "When you see a lot of different people all popping off to the same effect at the same time, you have very good reason to believe that a concerted campaign is afoot."

While intemperate voices raise cries of police brutality and police repression with little to support their contention, there are others who regard the use of science, the computer, and other technical advances as a potential threat to their freedom.

To serve the public properly in a society that grows ever more complex, to contend with the criminal who becomes ever more mobile, law enforcement, to succeed, must continue to seek improvement in its training, methods, and techniques.

Justice is not served when innocent victims and society suffer while the vicious criminal goes free.

Justice cannot be served when the rights of society are trampled in our courts by overindulgent judges and misguided attorneys whose overriding concern for the criminal and obsession with legal technicalities have all too often distorted the true meaning and purpose of our constitutional guarantees.

Justice cannot be served as long as penal institutions fail to rehabilitate and conditions continue to exist in our revolving-door systems of parole and probation whereby convicted felons are unleashed on society, more eminently qualified to resume a life of crime than when they were imprisoned.

It is time we stopped coddling the hoodlums and the hippies who are causing so much serious trouble these days. Let us treat them like the vicious enemies of society that they really are regardless of their age. Let the punishment fit the crime, not the age.

Justice is not a separate thing -- it is inherent in law and order.

Nor can justice be served as long as there are some who suggest and others who believe that law enforcement itself is a sinister threat to our free society. There are a few

rights and restricting freedom when it responds to protect society from vile depredations.

Society, to survive, must protect itself from the lawbreaker. Of course, there are some who maintain that to imprison a criminal, to place him behind bars, is to dehumanize him.

Incarceration for the lawbreaker is certainly no more dehumanizing than a rationale that would have us believe that man is without fault and should not be held responsible for his deeds...that he is a helpless victim of forces that he can neither master nor control...that he is in effect a mindless brute who, while he walks erect, is really no different from the savage beast.

Warped and distorted concepts such as these only serve to encourage the lawless and erode the moral and spiritual strength of our Nation.

Too long we have concerned ourselves with the plight of the criminal. We have coddled him, we have shown him our compassion, our mercy and our leniency and, unrepentant, he has shown us his contempt.

thing to say, it must nevertheless be said: A thing not too dissimilar from Hitler Youth has been abroad upon the campuses, and elsewhere in this country.

They have twisted and perverted rights into license of intellectual terrorism, into a conscious subversion of lawful national purposes constitutionally arrived at.

The U. S. Supreme Court has said, "Civil government cannot let any group ride roughshod over others simply because their 'consciences' tell them to do so."

Disregard for law and order is the anarchistic banner of those who want the rule of no rule...who profanely proclaim that all of the values of the past have failed mankind and that real progress can only be achieved by discarding tradition, demolishing our democratic institutions, and ultimately destroying our existent society.

Disregard for law and order is the stock-in-trade of vicious hoodlums who are encouraged to think and act as if they are without fault, but who suffer from spiritual malnutrition.

It is the end product of a chaotic philosophy which maintains that there is no such thing as right or wrong, guilt or innocence, and which accuses responsible authority of violating

I am sure there are some in this room who may have known or worked with one or several of these heroic men. All of you have shared their hardships and dangers and we can be grateful that the toll in human life hasn't been greater.

The hazards of being a law enforcement officer...an FBI Agent...continue to increase at an alarming rate as certain elements in our society are determined to defy lawful authority and are encouraged in it by some vituperative segments of the news media.

Despite the fact that FBI Agents act in self-defense and use firearms only as a last resort...armed criminals, displaying shocking contempt for authority and human life, have engaged our personnel in 67 gun battles since 1966. In addition...during a recent 12-month period, no less than 105 Bureau Agents were assaulted while fulfilling their official responsibilities.

Disregard for law and order is encouraged by hate-mongers, extremists, and others who assert that revolution against society is justified and necessary...and that men should be permitted to murder, rob, loot, and pillage with impunity to achieve their goals.

Some of us are old enough to remember the hoarse, terrifying, mindless roars of Hitler Youth; and though it is a frightful

Maybe those of us in the FBI are narrow-minded when we frown on indiscretions involving unmarried couples... Maybe we are intolerant when we refuse to permit our personnel to participate in the activities of groups and organizations that are hostile to our government... Maybe we are old-fashioned when we frown upon extreme hair styles and wearing apparel. If we are, I am confident that you and the majority of the American people share our views.

The Bureau's achievements over the years have been the direct result of the kind of men and women who have served in the FBI... people like you... clean-cut, highly intelligent, dedicated Americans of the finest moral character who are totally loyal to their country and to the organization for which they work.

We have exacting standards in the FBI and we apologize to no one for them. We have no intention of arbitrarily compromising these standards to accommodate kooks, misfits, drunks, and slobs... Were we to do so, you may be sure we would eventually merit the unwarranted criticism we now receive.

Over the years, law enforcement, including the FBI, has borne the brunt of criminal violence. Twenty-three Special Agents, whose memories we revere, made the supreme sacrifice.

This, of course, is the fervent wish of some of my more virulent critics. One of them...his name escapes me for the moment...has apparently fallen off his merry-go-round once too often.

Last spring he spent considerable time sifting through my garbage. I'm not complaining, mind you. In fact, my only reason for mentioning it is that I understand he is becoming increasingly confused between the trash he examines and the trash he writes.

Remarkably consistent in his disregard for the truth, my personal garbage sorter recently alleged that I had censured and transferred an FBI Agent because he was not properly attired at the time he killed an armed hijacker holding a stewardess hostage at the Kennedy Airport in New York.

You may be sure that no such censure has ever included anything like the commendation and the \$500 check that this cool-headed young man received for averting what could have been a real tragedy. Under the circumstances, is it any wonder that there are some who question the accuracy, no less the integrity and motives of some so-called news scavengers?

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D.C. 20535

RECEIVED

NOV 17 1971

NOV 18 1971

GILBERT MERRITT

REMARKS OF J. EDGAR HOOVER, DIRECTOR
FEDERAL BUREAU OF INVESTIGATION
25TH ANNIVERSARY DINNER
WASHINGTON CHAPTERSOCIETY OF FORMER SPECIAL AGENTS OF THE FBI, INC.
JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS
WASHINGTON, D. C.
OCTOBER 22, 1971

BRANDON LEWIS, Clerk

Frank Williams

It is a pleasure to be able to participate this evening in the festivities marking the 25th Anniversary of the Washington Chapter of the Society of Former Special Agents of the FBI. It is particularly fitting that such a significant event is being commemorated in this superb setting.

As you are aware, a new Headquarters for the Bureau is very gradually emerging from the ground on Pennsylvania Avenue across the street from the Justice Building. One local newsman has compared it to the building of a "Great Pyramid." I feel I must disagree with his observation... I am convinced that the ancient Egyptians were able to build their pyramids in far less time than it is taking to erect our new building.

There are some who maintain that the only reason I am staying on as Director of the FBI is to be present at the dedication. This is absolute nonsense. At the rate the building is going up, none of us will be around by the time it is completed.

LAW OFFICES

GULLETT, STEELE, SANFORD, ROBINSON & MERRITT

B. B. GULLETT
THOMAS WARDLAW STEELE
VALERIUS SANFORD
JACK WRIGHT ROBINSON
GILBERT S. MERRITT
J. MURRAY MILLIKEN
OLIVER B. DICKINS, JR.
ROGER T. MAY
ALLEN D. LENTZ

TWENTY-THIRD FLOOR, LIFE & CASUALTY TOWER
NASHVILLE, TENNESSEE 37219
TELEPHONE (615) 244-4994

November 17, 1971
FILED

NOV 18 1971

Mr. Frank Williams, Deputy Clerk
United States District Court
United States Courthouse
Nashville, Tennessee 37203

BRANDON LEWIS, Clerk
Brandon Lewis

Re: Downs v. United States
Civil Action No. 6348

Dear Frank:

Please file in the hijacking case captioned above the attached October 22, 1971, speech by the Director, Federal Bureau of Investigation, detailing the hazards that FBI agents must encounter, the number recently killed and the gun battles engaged in. The purpose of this exhibit is to provide further evidence of the need to preserve the testimony of FBI agents in this case.

Sincerely,

Gilbert S. Merritt
Gilbert S. Merritt

GSM:bcj

cc: Mr. Charles Anderson
Mr. Neil Peterson



F397
PM

--164-2042-235

ENCLOSURE

F B I

Date: 11/19/71

Transmit the following in _____
(Type in plaintext or code)Via Airtel _____
(Priority)

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, E.S.	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Bates	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

TO: DIRECTOR, FBI (164-2042)

FROM: SAC, MEMPHIS (164-76) (P)

SUBJECT: GEORGE MALLORY GIFFE, JR., aka (DECEASED);
SUSAN LAKICH GIFFE, aka - VICTIM (DECEASED);
BRENT QUINTON DOWNS - VICTIM (DECEASED);
_____ - VICTIM
 CAA - HIJACKING; INTIMIDATION OF CREW MEMBERS;
 CARRYING A CONCEALED WEAPON;
 KIDNAPING; FTCA

OO: JACKSONVILLE

b6
b7c

Re Memphis summary teletype 11/18/71.

Enclosed for the Bureau is one copy of letter of
 _____ Attorney for BBA, with enclosure to
 letter dated 11/17/71, filed U. S. District Court, Middle
 District of Tennessee, Nashville, 11/18/71.

Enclosed for Jacksonville is one copy of same
 letter and enclosure.

Bureau note USA CHARLES H. ANDERSON, Middle District
 of Tennessee, Nashville, is in process of conferring with
 _____ Departmental Attorney, regarding proposed
 motion to possibly strike the letter and exhibit filed by
 _____ regarding the Director's speech.

Bureau will be promptly advised of further civil
 action in this case.

THIS CASE IS RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

2 - Bureau (Encs. 2) ENCLOSURE
 2 - Jacksonville (Encs. 2)
 2 - Memphis
 RAM:tjm (6)

ENCLOSURE ATTACHED

Approved: _____
Special Agent in Charge

Sent _____ M Per _____

54 NOV 30 1971

745 C

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 19 1971

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. [unclear]	_____
Mr. [unclear]	_____
Mr. [unclear]	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

b6
b7C

NR009 ME PLAIN

TELETYPE

10:20PM NITEL 11-19-71 DMB

TO: DIRECTOR (164-2042)
JACKSONVILLE (164-193)
FROM: MEMPHIS (164-76)

ALSO KNOWN AS

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); [redacted]

[redacted] SUSAN LAKICH GIFFE, AKA - VICTIM (DECEASED);

BRENT QUINTON DOWNS - VICTIM (DECEASED); [redacted]
CRIME ABOARD AIRCRAFT

[redacted] - VICTIM; CAA - HIJACKING; INTIMIDATION OF CREW

MEMBERS; CARRYING A CONCEALED WEAPON; KIDNAPING; ~~PTCA~~.
OFFICE OF ORIGIN
OO: JACKSONVILLE.

MEMPHIS NITEL SUMMARY, ^{November} NOV. NINETEEN INSTANT.

^{Tennessee}
[redacted] NASHVILLE, TENN., ASSOCIATED WITH GIFFE

DURING LATE NINETEEN SIXTIES DURING WHICH TIME GIFFE CHARTERED
THE AL HIRT MARDI GRAS INTERNATIONAL AND [redacted] RECEIVED
TWO HUNDRED AND THIRTYSEVEN THOUSAND AND FIVE HUNDRED SHARES
OF STOCK FROM GIFFE WHO WAS TO SERVE AS PRESIDENT AND CHAIRMAN
OF BOARD. [redacted]

NASHVILLE, RECEIVED
FIFTY THOUSAND SHARES OF STOCK WITH THE AGREEMENT THAT THE

[redacted] WOULD TRANSFER REAL ESTATE OWNED AT NASHVILLE
TO THE CORPORATION. [redacted] WAS APPOINTED EXECUTIVE

VICE-PRESIDENT OF THE CORPORATION AND PAID NOTHING FOR THE
STOCK ISSUED IN HIS NAME. [redacted] DETERMINED GIFFE "NEVER

SEEMED TO TELL THE TRUTH" REGARDING THE CORPORATION AND THE

END PAGE ONE

58 NOV 30 1971

NOV 23 1971

164-2042-236

ME 164-76

PAGE TWO

[REDACTED] REFUSED TO PUT REAL ESTATE IN THE CORPORATION.
GIFFE WAS UNABLE TO OBTAIN FINANCIAL BACKING FOR CORPORATION
AND TO [REDACTED] KNOWLEDGE NO STOCK WAS EVER SOLD TO THE PUBLIC.
CORPORATION NOT IN OPERATION AT PRESENT TIME.

b6
b7C

GIFFE CONTACTED [REDACTED] OCTOBER TWO LAST TO TAKE UP
WORTHLESS CHECK OF EIGHTYFIVE DOLLARS AND ADVISED [REDACTED] HE WAS
LEAVING TOWN BUT WOULD RETURN THE FOLLOWING WEEK AND WOULD
CONTACT [REDACTED] TO SELL HIM STOCK IN FIRM OF CONTINENTAL
RESEARCH CONSULTANTS. GIFFE INFORMED [REDACTED] ON ONE OCCASION
THAT HE DID NOT KEEP HIS MONEY IN NASHVILLE BANKS BUT HAD
FUNDS IN SWISS BANKS AND "IN THE ISLANDS." [REDACTED] OF OPINION
GIFFE HAD NO MONEY IN ANY BANK BUT ATTEMPTED TO IMPRESS PEOPLE
AS A "BIG OPERATOR." GIFFE AT NO TIME MENTIONED ANY CONNECTION
WITH CIA AND MAFIA IN CONVERSATION WITH [REDACTED]

RECORDS, U. S. DISTRICT COURT'S OFFICE, NASHVILLE,
DISCLOSE NO FURTHER DOCUMENTS FILED ON THIS DATE.

THIS CASE IS RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

P.

END

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 18 1971

TELETYPE

Viper

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Mohr	
Mr. Bishop	
Mr. Miller, ES	
Mr. Callahan	
Mr. Casper	
Mr. Conrad	
Mr. DeLoach	
Mr. Evans	
Mr. Gale	
Mr. Harbo	
Mr. Hendon	
Mr. Jones	
Mr. Ladd	
Mr. Nichols	
Mr. Quinn	
Mr. Tavel	
Mr. Walters	
Mr. Soyars	
Tele. Room	
Miss Holmes	b6
Miss Gandy	b7C

NR004 ME PLAIN

6:35 PM NITEL 11-18-71 DMB

TO DIRECTOR (164-2402)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

ALSO KNOWN AS
GEORGE MALLORY GIFFE, JR., AKA (DECEASED);

SUSAN LAKICH GIFFE, AKA - VICTIM (DECEASED);

BRENT QUINTON DOWNS - VICTIM (DECEASED);

CRIME ABOARD AIRCRAFT

VICTIM; SAA - HIJACKING; INTIMIDATION OF CREW

Federal Tort Claims Act

MEMBERS; CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA.

OFFICE OF ORIGIN

JACKSONVILLE.

November
MEMPHIS NITEL SUMMARY, NOV. EIGHTEEN, INSTANT.

U. S. ATTORNEY
THIS DATE, USA CHARLES ANDERSON, ADVISED THAT HE

RECEIVED A COPY OF A LETTER FROM

DIRECTED TO

U. S. DISTRICT COURT, Middle District of Tennessee
DEPUTY CLERK USDC, MDT,

NASHVILLE. ANDERSON STATED THE LETTER FROM

REQUESTS

THAT THE COURT FILE IN THE HIJACKING CASE THE ATTACHED

October

66T. TWENTYTWO, LAST SPEECH BY THE DIRECTOR, FEDERAL

BUREAU OF INVESTIGATION, DETAILING THE HAZARDS THAT FBI

AGENTS MUST ENCOUNTER, THE NUMBER RECENTLY KILLED AND

THE GUN BATTLES ENGAGED IN.

END PAGE ONE

2 NOV 24 1971

7450
57 DEC 1 1971

ME 164-76

PAGE TWO

ANDERSON STATED THAT [] SAID THE PURPOSE OF THIS EXHIBIT IS TO PROVIDE FURTHER EVIDENCE OF THE NEED TO PRESERVE TESTIMONY OF FBI AGENTS IN THIS CASE. ANDERSON STATED THE LETTER WAS SIGNED BY [] HOWEVER, HE DID NOT RECEIVE A COPY OF THE SPEECH OF THE DIRECTOR.

b6
b7C

[] DEPUTY CLERK USDC, MDT, ADVISED THIS DATE HIS OFFICE IN RECEIPT OF LETTER WITH ENCLOSURE FROM [] RECEIVED IN THE MAIL BUT DUE TO WORK LOAD
FEDERAL GRAND JURY
CREATED BY ~~FDJ~~ THIS DATE, THE EXHIBIT WAS NOT FILED AS OF THREE FIFTEEN P.M. THIS DATE. [] STATED USDC JUDGE FRANK GRAY, JR. WAS IN PROCESS OF REVIEWING THE LETTER AND ENCLOSURE.

USA ANDERSON STATED HE WOULD CONTACT [] DEPARTMENTAL ATTORNEY, WASHINGTON, D.C. TO DETERMINE IF MOTION TO STRIKE THE FILING OF THIS EXHIBIT WOULD BE IN ORDER.

AS HIS PROPOSED PLANS, ANDERSON STATED IT IS ANTICIPATED THE GOVERNMENT WILL FILE A RESPONSE WHEN THE PETITIONERS FILE WITH THE COURT A LIST OF PROPOSED QUESTIONS FOR THE
END PAGE TWO

ME 164-76

PAGE THREE

DEPONENTS AND WILL MAINTAIN CONTACT WITH ATTORNEY [REDACTED]
IN THIS REGARD.

b6
b7C

WHEN EXHIBIT OF [REDACTED] IS FILED IN USDC, MDT, AND MADE
AVAILABLE, IT WILL BE FORWARDED TO THE BUREAU PROMPTLY.

INVESTIGATION TO DATE TO LOCATE ADDITIONAL ASSOCIATES
OF [REDACTED] AND GIFFE PROVED NEGATIVE.

THIS
~~5-15~~ THIS CASE RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

P.END.

PLS HOLD FOR ONE MORE TU

November 19, 1971
GENERAL INVESTIGATIVE DIVISION

b6
b7C

This concerns the hijacking of chartered Big Brothers, Inc., aircraft from Nashville, Tennessee, to Jacksonville, Florida, 10/4/71, and specifically relates to the civil action at Nashville, Tennessee.

Attached advises U. S. Attorney Charles Anderson, Nashville, received a copy of letter from plaintiff's attorney [redacted] directed to Deputy Clerk, U. S. District Court, Nashville, Tennessee. [redacted] letter requested the court file in the hijacking case as an exhibit, the last speech made by the Director which emphasizes the hazards that an FBI Agent must encounter (Washington, D. C., speech to Ex Agents Society 10/22/71, cc attached). The purpose of this exhibit is to provide further evidence of the need to preserve testimony of FBI Agents in this case.

Investigation indicates the exhibit had not been filed in U. S. District Court as of 11/18/71. U. S. Attorney Anderson stated he would discuss this matter with Departmental Attorney and determine if a motion to strike filing of this exhibit would be in order.

This matter being followed closely and you will be advised of pertinent developments.

CBjr/jak

Handwritten notes:
4
P/STP
7
CRH
P/CM
CMB
RS
BC/OTD
T.E.
JAN

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 19 1971

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. [unclear]	_____
Mr. [unclear]	_____
Mr. [unclear]	_____
Mr. [unclear]	_____
Mr. [unclear]	_____
Mr. [unclear]	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

NR005 JK PLAIN

5:36 PM NITEL 11-19-71 CRE

TO DIRECTOR (164-2042)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103)

GEORGE MALLORY GIFFE, JR., AKA. PAREN DECEASED PAREN; ETAL.
CAA DASH HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A
CONCEALED WEAPON; KIDNAPING; FTCA. JACKSONVILLE OO.

JACKSONVILLE DAILY SUMMARY, NOVEMBER NINETEEN, SEVENTYONE:
ON THIS DATE, INFORMATION FURNISHED BY MEMPHIS IN
NITEL NOVEMBER EIGHTEEN, LAST, FURNISHED TO USA'S OFFICE, JACKSONVILLE.
USA INTERESTED IN OBTAINING COPIES OF LETTER FROM [] AND OF
SPEECH BY DIRECTOR CONCERNING HAZARDS ENCOUNTERED BY FBI AGENTS.
USA, JACKSONVILLE, INDICATES NO CHANGE IN PLANS AS PREVIOUSLY SET
OUT BY JUSTICE DEPARTMENT IN HANDLING THIS MATTER.

JACKSONVILLE HAS COMPLETED PREPARATION OF REPORT IN THIS MATTER,
AND IT IS BEING SUBMITTED TO BUREAU, THIS DATE.
MEMPHIS SHOULD NOTE INFORMATION CONCERNING []

[] LISTED ON PAGE ONE THIRTYSEVEN OF MEMPHIS
REPORT OF SA [] NOV. THREE, LAST. CONSIDERATION SHOULD
END PAGE ONE

6 NOV 23 1971

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PAGE TWO

JK 164-103

BE GIVEN BY MEMPHIS AT NASHVILLE TO THE POSSIBILITY OF EXPLORING A
CONTACT WITH [REDACTED] FOR ANY INFORMATION WHICH HE MAY BE ABLE TO
FURNISH OF A BACKGROUND NATURE WHICH COULD BE OF ASSISTANCE TO THE
GOVERNMENT IN CIVIL MATTER. b6 b7C

MEMPHIS AT NASHVILLE INSURE THAT JACKSONVILLE RECEIVES COPIES
OF ABOVE MENTIONED [REDACTED] LETTER WITH ATTACHMENT SO THAT USA,
JACKSONVILLE, MAY BE FURNISHED SAME.

THIS CASE RECEIVING CONTINUOUS ATTENTION AND CLOSE LIAISON BEING
MAINTAINED WITH OFFICE OF USA, JACKSONVILLE.

END

HOLD FOR ONE

REW FBI WDC

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 23 1971

TELETYPE

Mr. Tolson
Mr. Felt
Mr. Rosen
Mr. Mohr
Mr. Bishop
Mr. Casper
Mr. Callahan
Mr. Conrad
Mr. DeLoach
Mr. Evans
Mr. Gale
Mr. Rosen
Mr. Sullivan
Mr. Tavel
Mr. Trotter
Tele. Room
Miss Holmes
Miss Gandy

NR010 JK PLAIN
11:51 PM NITEL 11-22-71 ALH
TO DIRECTOR ~~(2062)~~
ATLANTA (164-241)
MEMPHIS (164-76)
FROM JACKSONVILLE (164103) (P)

ALSO KNOWN AS

CRIME ABOARD AIRCRAFT

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ETAL; GAA-HIJACKING,
INTIMIDATION OF CREW MEMBERS; CARRYING A CONCEALED WEAPON; KIDNAPING;
Federal Tort Claims Act
FICA. OO: JK. Jacksonville
OFFICE OF ORIGIN

JACKSONVILLE DAILY SUMMARY, NOVEMBER TWENTYTWO, SEVENTYONE.

RESULTS OF INTERVIEW BY HOUSTON OFFICE WITH [REDACTED]

[REDACTED] RECEIVED INDICATING [REDACTED] IN CONTACT WITH A [REDACTED]

[REDACTED] WHO HAD BEEN CHARGED WITH [REDACTED]

[REDACTED] PUT [REDACTED] IN CONTACT WITH [REDACTED]

QUOTE [REDACTED] UNQUOTE [REDACTED] OF ATLANTA CONCERNING [REDACTED]

[REDACTED] MADE ARRANGEMENTS

FOR [REDACTED] TO MEET HIM AND AN INDIVIDUAL BY NAME OF [REDACTED]

Last Name Unknown

(ENUT). DURING NOVEMBER OR DECEMBER, SEVENTY.

REC-32

164-2042-259

END PAGE ONE

7 NOV 24 1971

58 NOV 30 1971

EX-117

JK 164-103

PAGE THREE

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INFORMATION RECEIVED FROM WFO AS A RESULT OF INVESTIGATION AT CIVIL AERONAUTICS BOARD INDICATING INSURANCE COVERAGE FOR QUESTIONED AIRCRAFT AS WELL AS CAB REGULATIONS CONCERNING INSURANCE REQUIREMENTS FOR AIR TAXI OPERATORS. IT IS TO BE NOTED ON JULY SEVEN LAST ASSOCIATION OF AVIATION UNDERWRITERS SENT TELEGRAM TO CAB ADVISING THAT THEIR POLICY FOR INSURANCE DATED JUNE TWENTY-TWO LAST, FOR THE EFFECTIVE PERIOD JULY ONE LAST TO JULY, SEVENTY-TWO, WAS VOID.

THE ABOVE INFORMATION CONCERNING THE LIABILITY COVERAGE OF BIG BROTHER AIRCRAFT IS BEING REVIEWED WITH ^{U. S. ATTORNEY} USA'S OFFICE TO DETERMINE EXACT AMOUNT OF COVERAGE AS OF OCTOBER FOUR LAST, AND WHAT AFFECT, IF ANY, VOIDING OF INSURANCE HAD ON THIS MATTER.

JACKSONVILLE HAS MAINTAINED CONTACT WITH AIRKAMAN, JACKSONVILLE INTERNATIONAL AIRPORT, AND AIRCRAFT IN QUESTION IS STILL STORED AT THAT LOCATION WITH NO INDICATION THAT DETAILS OF SALE KNOWN AS YET BY OPERATOR OF AIRKAMAN.

THIS CASE RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

END

HOLD FOR ONE

REDCD 012 013 014 011 010

DCW FBI WASH DC

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, ES _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. DeLoach _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Tavel _____
Mr. Walters _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

TELETYPE

NR006 ME PLAIN

11:00 PM NITEL 11-22-71 DMB

TO DIRECTOR (164-2402)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

ALSO KNOWN AS
GEORGE MALLORY GIFFE, JR., AKA (DECEASED);

SUSAN LAKICH GIFFE, AKA - VICTIM (DECEASED);

BRENT QUINTON DOWNS - VICTIM (DECEASED);

CRIME ABOARD AIRCRAFT

- VICTIM; CAA - HIJACKING; INTIMIDATION OF CREW

MEMBERS; CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA.

OFFICE OF ORIGIN

00: JACKSONVILLE.

MEMPHIS NITEL SUMMARY, NOVEMBER TWENTYTWO, INSTANT.

GEORGE M. GIFFE, SR., SUBJECT'S FATHER, RECONTACTED

AND ADVISED HE IS NOT ACQUAINTED WITH

CAN PROVIDE NO INFORMATION RE HIS POSSIBLE WHEREABOUTS.

GIFFE, SR. STATED HE KNEW LITTLE ABOUT SUBJECT GIFFE'S

ASSOCIATES.

U. S. ATTORNEY

Middle District of Tennessee

THIS DATE USA CHARLES ANDERSON, MDT, NASHVILLE,

STATED HE PREVIOUSLY HAS WRITTEN APPROPRIATE COMMUNICATION

Internal Revenue Service

TO IRS TO SECURE RESULTS OF INCOME TAX INQUIRY BY IRS BY

END PAGE ONE

54 DEC 1 1971

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ME 164-76

PAGE TWO

SUBJECT GIFFE FOR TAX YEARS SIXTYEIGHT THROUGH SEVENTY,
BUT HAS NOT RECEIVED RESULTS AS YET. ANDERSON STATED AS
SOON AS RESULTS OF AUDIT ARE LOCATED BY IRS THEY WILL BE
MADE AVAILABLE PROMPTLY FOR REVIEW.

ANDERSON STATED THAT THERE HAVE BEEN NO ^{CIVIL}~~CIVIL~~ ACTIONS
FILED THIS DATE IN ^{U. S. DISTRICT COURT}~~USDC~~ CLERK'S OFFICE, MDT, NASHVILLE.

CONTACT WITH USDC CLERK'S OFFICE THIS DATE DETERMINED
NO ~~NEW~~ ACTIONS FILED.

INFORMATION DEVELOPED TO DATE THAT [REDACTED]
MAY BE EMPLOYED BY FISK UNIVERSITY AT NASHVILLE AND [REDACTED]
WILL BE LOCATED FOR INFORMATION OF VALUE HE MAY HAVE RE
SUBJECTS GIFFE AND [REDACTED]

THE IDENTITIES OF ADDITIONAL ASSOCIATES OF [REDACTED]
ARE BEING DEVELOPED AND WILL BE INTERVIEWED PROMPTLY FOR
ANY INFORMATION OF VALUE.

END PAGE TWO

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ME 164-76

PAGE THREE

THIS CASE RECEIVING PREFERRED AND CONTINUOUS
ATTENTION.

P. END.

PLS HOLD FOR TWO MORE TU

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 23 1971

TELETYPE

NR017 JK PLAIN

10:07 PM 11/23/71 NITEL CJA

TO DIRECTOR (164-2082)

ATLANTA (164-241)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103)

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Gale	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ET AL; CAA- HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING; ETCA. 00:JK.

JACKSONVILLE DAILY SUMMARY, NOVEMBER TWENTYTHREE, SEVENTYONE.

ON THIS DATE, COPY OF LETTER FILED BY PLAINTIFF'S ATTORNEY, ☐

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☐ NASHVILLE, TENN., WITH ATTACHED COPY OF DIRECTOR'S SPEECH OF OCTOBER TWENTYTWO, LAST, MADE AVAILABLE TO USA JOHN BRIGGS, JACKSONVILLE. USA BRIGGS EXPRESSED SOME CONCERN OF FACT THAT ATTACHED SPEECH OF DIRECTOR APPEARED ON BUREAU LETTERHEAD PAPER WHICH INDICATED THAT ☐ MAY HAVE BEEN FURNISHED COPY BY EX- FBI AGENT OF FROM SOME OTHER SOURCE. HE FELT THAT DIRECTOR'S STATEMENT IN SPEECH WOULD NOT HAVE ANY SIGNIFICANT BEARING ON POSSIBLE FUTURE ORDERS BY JUDGE GRAY IN NASHVILLE.

REC-21 164-2043-241

NOV 23 1971

A FURTHER REVIEW OF INSURANCE DOCUMENTS CONCERNING INVOLVED AIRCRAFT INDICATED THAT BIG BROTHER DID HAVE ADEQUATE PASSENGER LIABILITY INSURANCE IN EFFECT AT TIME OF INCIDENT ON OCTOBER FOUR LAST.

END 57 DEC 1 1971

PG TWO

FOR INFO ATLANTA, LETTERHEAD TRANSMITTING ABOVE INSURANCE POLICIES
TO CAB, WASHINGTON, DC, FROM BIG BROTHER AIRCRAFT REFLECT ATLANTA
ADDRESS OF FULTON COUNTY AIRPORT, ATLANTA, GA., TELEPHONE

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ATLANTA WILL EXPEDITE COVERAGE OF OUTSTANDING LEADS CONCERNING
BACKGROUND OF BIG BROTHER AIRCRAFT IN ATLANTA AREA.

THIS CASE BEING AFFORDED CONTINUOUS AND PREFERRED ATTENTION.

END

REW FBI WASH DC

CLR

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 24 1971

NR 01 ME PLAIN

TELETYPE

11:17 AM URGENT 11-24-71 SDC

TO DIRECTOR 164-2042

JACKSONVILLE 164-103

FROM MEMPHIS 164-76 3P

ALSO KNOWN AS
GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ET AL; CAA-HIJACKING
OFFICE OF ORIGIN
ETC. OO JACKSONVILLE.

CRIME ABOARD AIRCRAFT

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Mohr	
Mr. Bishop	
Mr. Miller, ES	
Mr. Callahan	
Mr. Casper	
Mr. Conrad	
Mr. Dalbey	
Mr. Cleveland	
Mr. Fonder	
Mr. Bates	
Mr. Tavel	
Mr. Walters	
Mr. Soyars	
Tele. Room	
Miss Holmes	
Miss Gandy	

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THE NOVEMBER TWENTY FOUR MORNING ISSUE "THE NASHVILLE TENNESSEAN,"
A DAILEY NASHVILLE NEWSPAPER, CARRIES ARTICLE ON PAGE THIRTEEN CAPTIONED
"QUESTIONS SENT IN HIJACKING." THE ARTICLE, WRITTEN BY PAT WELCH,
STATES ATTORNEY FOR BIG BROTHERS AIRCRAFT AND MRS. BRENT DOWNS MAILED
LIST OF SIXTY QUESTIONS TO ^{U. S. DISTRICT JUDGE} USDCJ FRANK GRAY, JR. ON NOV. TWENTYTHREE
LAST TO COMPLY WITH GRAY'S ORDER OF "SPECIFIC" QUESTIONS FOR FBI AGENTS.
GILBERT S. MERRITT WAS QUOTED AS SAYING ONE OF QUESTIONS IS
WHETHER FBI AGENTS WERE AWARE OF A "SECRET SIGNAL" BY DOWNS THAT HE
WANTED NO ARMED INTERFERENCE WITH HIS AIRCRAFT. THE ARTICLE STATES
MERRITT SAID RANDALL CRUMP SAID DOWNS INTENTIONALLY LEFT THE WING
FLAPS "DOWN" AFTER HIS LANDING IN JACKSONVILLE AS A SIGNAL USED BY
PILOTS IN EMERGENCY SITUATIONS THAT NO ARMED INTERFERENCE SHOULD BE
ATTEMPTED.

END PAGE ONE

NOV 29 1971

EX-101
REC 25 164-2042-242
PERS. REC. UNIT

PAGE TWO

ME 164-76

ANOTHER QUESTION MERRITT SAID WAS WHETHER FBI AGENTS WERE AWARE OF SUICIDE NOTES FOUND BY AUTHORITIES IN GEORGE GIFFE'S AUTOMOBILE. ANOTHER QUESTION WAS DID FBI AGENTS IN JACKSONVILLE LEARN FROM INTERVIEW BETWEEN AGENT ROGER MYERS AND COL. AND MRS. JOSEPH LAKICH THAT GIFFE WAS IN THE HABIT OF GOING ARMED. MERRITT WAS QUOTED AS SAYING THE LIST OF QUESTIONS WERE MAILED TO THE COURT TO COMPLY WITH JUDGE GRAY'S ORDER TO PROVIDE A MORE DETAILED SUMMARY OF QUESTIONS THEY WISHED TO ASK FBI AGENTS. THE ARTICLE ALSO STATES THAT GRAY RULED ON NOV. ELEVEN LAST THAT FBI AGENTS MAY BE QUESTIONED. THE ARTICLE ALSO REFERS TO AN EARLIER FILING BY MERRITT OF THE TEXT OF AN ADDRESS BY J. EDGAR HOOVER DETAILING THE HAZARDS THAT FBI AGENTS MUST ENCOUNTER AND THE NUMBER RECENTLY KILLED IN GUN BATTLES ENGAGED IN, PROVINDING FURTHER EVIDENCE OF THE NEED TO PRESERVE THE TESTIMONY OF FBI AGENTS IN THIS CASE.

U. S. DISTRICT COURT MIDDLE DISTRICT OF TENNESSEE
CONTACT WITH ~~USDC~~ CLERK'S OFFICE, ~~MDT~~, NASHVILLE, AS OF EIGHT
THIRTY A.M. THIS DATE DETERMINED QUESTIONS NOT YET FILED AND TO BE
REVIEWED BY USDCJ GRAY PRIOR TO FILING.

END PAGE TWO

PAGE THREE

ME 164-76

AS SOON AS QUESTIONS ARE FILED WITH USDC, COPIES WILL BE IMMEDIATELY OBTAINED AND FORWARDED TO BUREAU AND JACKSONVILLE.

U. S. ATTORNEY
~~USA~~ CHARLES ANDERSON, MDT, NASHVILLE, STATED HE WILL OBTAIN COPIES OF QUESTIONS AS SOON AS THEY ARE AVAILABLE AND WILL COMMUNICATE WITH DEPARTMENTAL ATTORNEY NEIL PETERSON FOR PROPOSED ACTION.

THIS CASE RECEIVING PREFERRED AND CONTINU^{ous} ATTENTION.

P. END.

RSP FBI WASH DC

November 24, 1971

GENERAL INVESTIGATIVE DIVISION

Attached concerns the civil suit against the Bureau concerning the 10/4/71 hijacking of the private chartered flight from Nashville, Tennessee, to Jacksonville, Florida, wherein subject Giffe shot and killed his wife, the pilot, and then committed suicide. Motions were filed by ; the plaintiffs' attorney requesting access to evidence and to interview witnesses, particularly the FBI Agents. The U. S. District Judge in Nashville denied access to evidence and requested written interrogations be submitted to him before he ruled whether or not the plaintiff would be allowed to question FBI Agents. This teletype discloses a newspaper in Nashville today printed an article with a list of 60 questions the attorney for the plaintiff has requested the judge to compel FBI Agents to answer. These questions concern the Agents' knowledge of existing facts surrounding the hijacking at the time the plane was disabled.

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This is another example of plaintiffs' attorney attempting to try this case in the newspapers. This will be brought to the attention of the Criminal Division, Department of Justice. This matter is being closely followed.

BHC:bkc

*per
wbs*

*R
cws*

SD/gcm

*RJG
CWB
rs*

*DJD
jam*

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NR010 ME PLAIN

9:30 PM NITEL 11-23-71 DMB

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

NOV 23 1971

TELETYPE

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); [REDACTED]

[REDACTED] SUSAN LAKICH GIFFE, AKA - VICTIM (DECEASED);

BRENT QUINTON DOWNS - VICTIM (DECEASED); [REDACTED]

[REDACTED] - VICTIM; CAA - HIJACKING; INTIMIDATION OF CREW
MEMBERS; CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA.

OO: JACKSONVILLE.

MEMPHIS NITEL SUMMARY NOVEMBER TWENTYTHREE INSTANT.

FAA AT MEMPHIS CENTER, MEMPHIS, TENN., HAS BEEN RECONTACTED
AND ALL INDIVIDUALS ON DUTY AT TIME OF HIJACKING HAVE BEEN
INTERVIEWED AND RESULTS OF INTERVIEWS WILL BE INCLUDED IN
NEXT MEMPHIS REPORT TO BE PREPARED AS SOON AS POSSIBLE.

[REDACTED] INTERNATIONAL COMADOR, MEMPHIS,
TENN., [REDACTED] LOCATED AND INTERVIEWED
MEMPHIS, TENN. [REDACTED] GREW UP WITH [REDACTED] AND THE TWO FAMILIES
HAVE ALWAYS BEEN RELATIVELY CLOSE. [REDACTED] STATED [REDACTED] SERVED
IN U.S. NAVY AND ATTENDED COLLEGE AND WORKED AT VARIOUS ODD
END PAGE ONE

57 DEC 1 1971

--CC: COINS

REC-18

164-2042

NOV 23 1971

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Mr. Tolson	
Mr. DeLoach	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

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JC

SAC/SACR
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ME 164-76

PAGE TWO

JOBS UNTIL HE WENT INTO BUSINESS OPERATING A LOUNGE IN NASHVILLE, TENN., WITH A NEGRO WHO HE BELIEVES WAS NAMED [] (LNU). [] RECALLED THAT DURING THE LATTER PART OF SEPTEMBER LAST [] TRIED TO BORROW SIX HUNDRED DOLLARS FROM HIM STATING THAT HE NEEDED IT TO PURCHASE EQUIPMENT FOR THE LOUNGE AND FURTHER INDICATED THAT HE SOLD FOUR HUNDRED SHARES OF STOCK IN HIS LOUNGE. [] DID NOT HEAR FROM [] AGAIN UNTIL AFTER HIJACKING WHEN [] CALLED AND SAID HE NEEDED FIVE HUNDRED DOLLARS FEDERAL BAIL MONEY. [] TRIED TO PERSUADE [] TO COME TO MEMPHIS, TENN., IN ORDER THAT THEY COULD DISCUSS THE HIJACKING BUT [] HAS FAILED TO MAKE THE TRIP. [] DID NOT KNOW ANY PRIOR ARRESTS FOR [] AND COULD FURNISH NO INFORMATION AS TO HOW [] BECAME INVOLVED IN INCIDENT. [] STATE HE HAD TALKED TO [] TELEPHONICALLY SINCE THE HIJACKING AND SHE ONLY COMMENTED THAT [] LEFT THEIR HOME WITH THE INTENTION OF TAKIN^G SOMEONE TO THE AIRPORT ON THE NIGHT OF THE HIJACKING AND INTENDED TO BE BACK IN A FEW

END PAGE TWO

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ME 164-76

PAGE THREE

MINUTES.

[] HAS NEVER MET OR SEEN GEORGE GIFFE OR SUSUAN GIFFE AND
COULD FURNISH NO INFORMATION REGARDING THEIR ACTIVITIES. []
DID NOT KNOW ANY OF [] PRESENT FRIENDS OR ASSOCIATES.

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USA CHARLES ANDERSON, MDT, NASHVILLE, ADVISED THIS DATE
THERE HAVE BEEN NO FURTHER DEVELOPMENTS REGARDING CIVIL ACTION
IN THIS CASE.

THIS CASE RECEIVING PREFERRED AND CONTINUOUS ATTENTION.

P. END.

EBR FBI WASH DC

FOR THREE

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 24 1971

TELETYPE

NR018 ME PLAIN

10:16PM NITEL 11-24-71 DBC

TO: DIRECTOR (164-2042)
JACKSONVILLE (164-103)
FROM: MEMPHIS (164-76) (3P)

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Bates	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. S. J. ...	_____
Tele. Rm.	_____
Miss Holmes	_____
Miss Gandy	_____

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ET AL;

CAA - HIJACKING, ETC. (OO: JACKSONVILLE)

RE MEMPHIS TELETYPE TO BUREAU AND JACKSONVILLE
INSTANT DATE.

THIS DATE [REDACTED] DEPUTY CLERK, USDC, MDT,
NASHVILLE, ADVISED THAT MAILED DIRECTLY TO FRANK GRAY, JR.,
USDC JUDGE, WAS A LETTER FROM [REDACTED] WHO
REPRESENTS BIG BROTHERS AIRCRAFT AND [REDACTED]
WHICH ENCLOSED INTERROGATORIES SUBMITTED IN ACCORDANCE
WITH COURT ORDER OF NOVEMBER ELEVEN, LAST. [REDACTED]
ADVISED THAT HE HAD RECEIVED THE LETTER WITH THE ATTACHED

INTERROGATORIES FROM JUDGE GRAY FOR ONLY A BRIEF MOMENT
WHICH ALLOWED HIM TIME TO FILE THE INTERROGATORIES WITH
THE CLERK'S OFFICE. [REDACTED] STATED THAT THEY WERE IM-
MEDIATELY RETURNED TO JUDGE GRAY UPON HIS REQUEST, IN ORDER
THAT HE WOULD REVIEW THEM. [REDACTED] ADVISED THAT THE
END PAGE ONE

NOV 29 1971

58 DEC 2 - 1971

REC- 66

164-2042-244

ME 164-76

PAGE TWO

INTERROGATORIES WERE FILED IN USDC CLERK'S OFFICE THIS DATE. USA CHARLES H. ANDERSON, MDT, NASHVILLE, MADE AVAILABLE THE LETTER WITH ATTACHED INTERROGATORIES FILED BY

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[REDACTED] WHICH WAS RECEIVED IN HIS OFFICE THIS DATE IN THE MAIL. ANDERSON STATED THAT A COPY WAS ALSO FURNISHED TO

[REDACTED] A DEPARTMENTAL ATTORNEY, WASHINGTON, D.C. ANDERSON ADVISED THAT HE WOULD CONFER WITH [REDACTED] REGARDING PROPOSED ACTION TO BE TAKEN IN THIS CASE.

FOR INFORMATION OF BUREAU, THE INTERROGATORIES ENCLOSED A LIST OF NINETEEN QUESTIONS DIRECTED TO SA [REDACTED] [REDACTED] AT NASHVILLE, AND A LIST OF THIRTYFIVE QUESTIONS FOR FBI AGENTS AND FAA EMPLOYEES AT JACKSONVILLE, FLORIDA. THE INTERROGATORIES ALSO ENCLOSED ELEVEN ADDITIONAL QUESTIONS FOR FAA PERSONNEL.

UACB, THE MEMPHIS DIVISION WILL FORWARD COPY OF THE INTERROGATORIES TO THE BUREAU BY COVER AIRTEL.

[REDACTED] CONTACTED THIS DATE ADVISING THAT HE HAS KNOWN SUBJECT GIFFE APPROXIMATELY ELEVEN MONTHS WHILE ATTENDING APPROXIMATELY TEN TO TWELVE SOCIAL FUNCTIONS, AND GIFFE
END PAGE TWO

ME 164-76

PAGE THREE

OFTEN CLAIMED TO BE A "WARLOCK", WHICH SUBJECT GIFFE EX-
PLAINED WAS A "MALE WITCH". [] HAS NOT SEEN SUBJECT
GIFFE FOR TWO TO THREE MONTHS PRIOR TO HIJACKING, AND DID
NOT KNOW SUBJECT [] KNEW LITTLE OF ACTIVITIES
AND ASSOCIATES OF SUBJECT GIFFE.

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THIS DATE [] CAMELOT APARTMENTS, AD-
VISED SHE WAS NEIGHBOR OF SUBJECT [] BUT KNEW HIM
BY SIGHT AND NOT PERSONALLY ACQUAINTED WITH HIM. []
STATED SHE DID NOT KNOW SUBJECT GIFFE AND WAS NOT FAMILIAR
WITH ASSOCIATES OR ACTIVITIES OF SUBJECT []

THIS CASE RECEIVING PREFERRED AND CONTINUOUS ACTION.

-P-

END

EBR FBI WASH DC

FOR EIGHT

NOV 24 1971

NOV 24 1971

NR004 JK CODE

705 PM NITEL 11-24-71 MHM

TO DIRECTOR (164-2042)

ATLANTA (164-241)

MEMPHIS (164-76)

OKLAHOMA CITY (164-54)

FROM JACKSONVILLE (164-103) (P)

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, ES _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates *B.P.* _____
Mr. Tavel _____
Mr. Walters _____
Mr. Soyars _____
Room _____
Candy _____

H. H. H. H.
B. P.

GEORGE MALLORY GIFFE, JR., AKA. (DECEASED), ET AL, CAA - HIJACKING,
INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING;
FTCA, OO JK.

JACKSONVILLE DAILY SUMMARY.

ON NOV. TWENTYFOUR INSTANT, [REDACTED] CHIEF, GENERAL
AVIATION DISTRICT OFFICE, FAA, JACKSONVILLE, ADVISED THAT HAWK
COMMANDER AIRCRAFT N NINE ZERO FIVE EIGHT N HAD DEPARTED FROM JACK-
SONVILLE DURING THE LATE AFTERNOON OF NOV. TWENTYTWO, LAST, ENROUTE
TO ATLANTA, GA.

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HE ADVISED THAT [REDACTED] PILOT FOR BIG BROTHER AIRCRAFT, WAS
ISSUED TEMPORARY AIRWORTHINESS CERTIFICATE FOR THE AIRCRAFT TO ENABLE
IT TO BE FLOWN FROM JACKSONVILLE TO ATLANTA. AIRCRAFT AT TIME OF
DEPARTURE STILL HAD LEFT WINDSHIELD WITH BULLET HOLES IN IT AND WAS
NOT CERTIFIED FOR PRESSURIZED FLIGHT.

END PAGE ONE
58 DEC 2 1971

EX-104 REC-66 164-2042-245

NOV 29 1971

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PAGE TWO

[] SUGGESTED CONTACT WITH [] CHIEF, ATLANTA
GENERAL AVIATION DISTRICT OFFICE, FAA BUILDING, FULTON COUNTY
AIRPORT, TELEPHONE [] FOR ASSISTANCE
IN OBTAINING LEFT WINDSHIELD OF AIRCRAFT AFTER IT HAS BEEN REPLACED.

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[] SHOULD BE ABLE TO ASSIST IN THIS MATTER THROUGH MAINTENANCE
DIVISION OF HIS OFFICE.

ATLANTA, AT FULTON COUNTY AIRPORT, WILL VERIFY ARRIVAL OF
ABOVE-MENTIONED AIRCRAFT AT BIG BROTHER AND WILL CONTACT CHIEF,
GENERAL AVIATION DISTRICT OFFICE, TO COORDINATE EFFORTS TO SECURE
LEFT WINDSHIELD OF AIRCRAFT. PER INSTRUCTIONS USA, JACKSONVILLE,
WINDSHIELD IS TO BE SECURED AND FORWARDED TO FBI LABORATORY AS
EVIDENCE FOR EXAMINATION AND DETERMINATION OF PATH OF ENTRY AND EXIT
OF BULLETS FIRED THROUGH SAME. ATLANTA SHOULD BE DISCREET IN OBTAINING
WINDSHIELD DUE TO HOSTILITY OF BBA AND EFFORT SHOULD BE MADE TO
OBTAIN WINDSHIELD FROM FIRM WHICH MAKES REPLACEMENT OF PART ON
AIRCRAFT.

FOR INFO OKLAHOMA CITY, NO INFORMATION DEVELOPED AT JACKSONVILLE
RE ALLEGED PURCHASER OF AIRCRAFT. AT PRESENT TIME BBA MAY BE IN
PROCESS OF MAKING AIRCRAFT AIRWORTHY PRIOR TO ACTUAL SALE. MAINTAIN
CONTACT WITH FAA SOURCES RE ANY ACTIVITY THIS AIRCRAFT.

THIS CASE BEING AFFORED CONTINUOUS AND PROMPT ATTENTION.

END

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 25 1971

TELETYPE

NR005 AT PLAIN

11:57PM NITEL 11/24/71 ELS

TO DIRECTOR 164-2062⁴²

JACKSONVILLE 164-103

FROM ATLANTA 164-241

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Bates	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

GALLAGHER

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ET AL; CAA - HIJACKING,
INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING;
FTCA. OO:JK.

RE JACKSONVILLE TEL TO BUREAU NOV. SEVENTEEN, SEVENTYONE, AND
HOUSTON AIRTEL TO JACKSONVILLE NOV. EIGHTEEN, SEVENTYONE.

[] CHIEF, GENERAL AVIATION DISTRICT OFFICE,
FAA, FULTON COUNTY AIRPORT, ATLANTA, ADVISED THAT TO HIS KNOWLEDGE
BIG BROTHERS AIRCRAFT STILL MAINTAINS AN OFFICE AND HANGAR AT
FULTON COUNTY AIRPORT. THIS FIRM IS NOT LICENSED TO CONDUCT
AIR TAXI OPERATIONS OUT OF THE ATLANTA AREA; HOWEVER, THEY MAIN-
TAIN A HANGAR FOR REPAIR AND SALE OF AIRCRAFT.

[] STATED THAT BARWICK MILLS HANGAR IS STILL LOCATED AT
FULTON COUNTY AIRPORT AND THIS WAS FORMERLY OWNED BY BARWICK
MILLS, INC., ATLANTA, AND HOUSED THE AVIATION DEPARTMENT OF
THAT FIRM. BARWICK RECENTLY SOLD THEIR AIRCRAFT AND THE HANGAR TO
END PAGE ONE

58 DEC 2 1971

NOV 29 1971

PAGE TWO

AT 164-241

MOBLEY'S AVIATION, A CORPORATION OPERATING OUT OF FULTON COUNTY
AIRPORT. [] STATES THAT BOTH BARWICK MILLS AND BIG BROTHERS
AIRCRAFT ARE CONSIDERED TO BE REPUTABLE FIRMS AT FULTON COUNTY
AIRPORT.

b6
b7C

ATLANTA INVESTIGATION CONTINUING.

END

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 26 1971

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

NR004 JK PLAIN

6:17 PM NITEL 11-26-71 MSB

TO: DIRECTOR (164-2042)

ATLANTA (164-241)

MEMPHIS (164-76)

FROM: JACKSONVILLE (164-103) (P)

GEORGE MALLORY GIFFE, JR., AKA PAREN DECEASED CLOSE PAREN, ET AL.,
CAA DASH HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED
WEAPON; KIDNAPING; FTCA. (OO: JK).

JACKSONVILLE DAILY SUMMARY.

ON NOVEMBER TWENTYSIX INSTANT THE ATLANTA OFFICE WAS TAKING STEPS
TO SECURE THE LEFT FRONT WINDSHIELD OF THE HAWK COMMANDER AIRCRAFT
N NINE ZERO FIVE EIGHT N WHICH IS AT THE FULTON COUNTY AIRPORT IN A
HANGAR OPERATED BY BIG BROTHER AIRCRAFT.

AUSA, JACKSONVILLE, ADVISED IF SUBPOENA NECESSARY IT SHOULD BE
OBTAINED FROM THE USA AT ATLANTA PURSUANT TO THE CRIMINAL CASE AGAINST

ADDITIONAL CONTACT WITH USA'S OFFICE, JACKSONVILLE, DISCLOSED NO
NEW DEVELOPMENTS CONCERNING EITHER THE CRIMINAL OR CIVIL ASPECTS OF THIS
CASE.

END PAGE ONE

EX-101

REC-18 164-2042-247

6 NOV 30 1971

PAGE TWO

JK 164-103

REPORT BEING PREPARED AT JACKSONVILLE BRINGING INVESTIGATION UP TO DATE.

UACB, JACKSONVILLE IS DISCONTINUING THE SUBMISSION OF A DAILY SUMMARY. ANY PERTINENT DEVELOPMENTS WILL BE PROMPTLY FURNISHED THE BUREAU WHEN RECEIVED AND THIS CASE WILL CONTINUE TO BE AFFORDED CONTINUOUS AND VIGOROUS ATTENTION.

END

REW FBI WASH DC

NR004 ME PLAIN

6:24 PM NITEL ¹¹⁻²⁶⁻⁷¹ ~~SAVYH~~ DMB

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 26 1971

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. DeLoach	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Felt	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Woods	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

GEORGE MALLORY GIFFE, JR, AKA (DECEASED); ET AL;
CAA - HIJACKING, ETC. (OO: JACKSONVILLE).

CR

MEMPHIS NITEL SUMMARY, NOVEMBER TWENTYSIX, INSTANT.

ATTEMPTS HAVE BEEN MADE TO INTERVIEW [REDACTED]

[REDACTED] INSTRUCTOR, UNIVERSITY OF TENNESSEE AT NASHVILLE,
ON NOVEMBER TWENTYFOUR, LAST, AND THIS DATE, WITH NEGATIVE
RESULTS. [REDACTED] WAS ADVISOR OF SUBJECT [REDACTED] WHILE HE
WAS AT THAT INSTITUTION AND INFORMATION WAS DEVELOPED HE
ALSO KNEW SUBJECT GIFFE.

ADDITIONAL SOURCES CONTACTED BY MEMPHIS DIVISION
HAVE DEVELOPED NO FURTHER INFORMATION RE SUBJECTS OF
THIS CASE.

BUREAU NOTE INTERNAL REVENUE SERVICE RECORDS
REGARDING AUDIT OF SUBJECT GIFFE'S NINETEEN SIXTYTHREE
THROUGH NINETEEN SEVENTY TAX RETURN HAS ARRIVED AT
END PAGE ONE

EX-101

REC-18 164-2042-248

6 NOV 30 1971

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ME 164-76

PAGE TWO

USA'S OFFICE, MDT, NASHVILLE, AND WILL BE REVIEWED AS SOON AS POSSIBLE.

ADDITIONAL INVESTIGATION THIS DATE TO LOCATE ASSOCIATES OF SUBJECTS GIFFE AND PROVED NEGATIVE.

b6
b7C

SOURCES AT DUN AND BRADSTREET, NASHVILLE OFFICE, ARE IN PROCESS OF OBTAINING INFORMATION RE BBA.

NEXT MEMPHIS REPORT PREPARED AND FORWARDED THIS DATE FROM NASHVILLE RA TO MEMPHIS DIVISION AND WILL BE SUBMITTED TO BUREAU AS SOON AS POSSIBLE.

THIS CASE IS RECEIVING PREFERRED AND CONTINUOUS ATTENTION. P. END.

PLS HOLD FOR ONE MORE TELE

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 29 1971

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Cleveland	_____
Mr. Londen	_____
Mr. Bates	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

NR006 ME PLAIN

8:15 PM NITEL 11-29-71 DMB

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

GEORGE MALLORY GIFFE, JR., AKA 'DECEASED'; ET AL;
CAA - HIJACKING, ETC. OO: JACKSONVILLE.

MEMPHIS NITEL SUMMARY, NOVEMBER TWENTYNINE, INSTANT.

[REDACTED] UNA, TENNESSEE, ASSOCIATE OF [REDACTED]

b6
b7C

LINEMAN, BBA, NASHVILLE, WAS PARKED BEHIND BBA HANGAR ON
MORNING OF ^IHIJACKING, BUT DID NOT OBSERVE SUBJECTS OR VICTIM
ARRIVING AT BBA. SHE WAS UNAWARE OF HIJACKING UNTIL LATE
MORNING OF OCTOBER FOUR, LAST.

RECORDS OF DUN AND BRADSTREET, NASHVILLE, TENNESSEE,
DISCLOSE ONLY THAT BBA IN SATISFACTORY FINANCIAL CONDITION,
BUT NO FINANCIAL STATEMENT IN FILE AND NO BACKGROUND INFORMATION
IN RECORDS.

EX-101

REC-18/64-2042-249

NO NEW ACTION FILED THIS DATE IN OFFICE OF CLERK OF
USDC, MDT, NASHVILLE.

16 NOV 30 1971

UACB MEMPHIS DISCONTINUING SUBMISSION OF DAILY SUMMARY.
ANY PERTINENT DEVELOPMENTS WILL BE PROMPTLY FURNISHED THE
BUREAU WHEN RECEIVED AND CASE WILL BE AFFORDED CONTINUOUS AND
PREFERRED ATTENTION. P.END

6-142

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NOV 29 1971

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, EG	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Egan	_____
Mr. Tavel	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____ b6
Miss Gandy	_____ b7C

NR 02 ME PLAIN

2:23 PM URGENT 11-19-71 SDC

TO DIRECTOR 164-2042

ATLANTA 164-241

JACKSONVILLE 164-103

FROM MEMPHIS 164-76

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ET AL; CAA - HIJACKING,
INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING;
FTCA. OO: JACKSONVILLE.

RE JACKSONVILLE TEL NOVEMBER TWENTYSEVEN LAST.

ATTORNEY [REDACTED] NASHVILLE, TENN., ADVISED TODAY THAT
HE IS WILLING TO RELEASE WINDSHIELD, RUDDER BOOT AND ENGINE COWL TO
FBI PROVIDED HE IS FURNISHED WITH ANY AND ALL REPORTS PREPARED BY FBI
FOLLOWING EXAMINATION OF ABOVE ITEMS. HE STATED UNLESS GOVERNMENT IS
WILLING TO FURNISH HIM RESULTS OF EXAMINATIONS HE IS NOT WILLING TO
RELEASE ITEMS FOR EXAMINATION. NO OTHER MATTERS DISCUSSED WITH [REDACTED]
AT TIME OF CONTACT. HOWEVER, [REDACTED] STATED HE WOULD AGAIN LIKE TO
MAKE FORMAL REQUEST OF FBI TO OBTAIN COPIES OF RESULTS OF INTERVIEWS
WITH INDIVIDUALS CONTACTED IN THIS CASE BY BUREAU AGENTS. [REDACTED]

END PAGE ONE

54 DEC 3 1971

PAGE TWO

ME 164-76

WAS ADVISED, AS HE HAS BEEN IN THE PAST, THAT THIS REQUEST SHOULD
BE DIRECTED TO THE USA.

b6
b7C

JACKSONVILLE CONTACT USA RE OPINION IN VIEW OF
POSITION AS TO EXAMINATION OF EVIDENCE, AND ADVISE ATLANTA AND MEMPHIS.
P. END.

DRL FBI WASH DC

FEDERAL BUREAU OF INVESTIGATION
FOIPA
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No Duplication Fees are charged for Deleted Page Information Sheet(s).

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